CAR BUSTERS
No. 5 - Trimestriel Eté - Juillet 1999

Action • Campaigns • World News • Opinion • Resources

CAR Busters

N°5

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Summer '99

For a world without cars
Pour un monde sans voitures

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CAR Busters

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Back Cover Translation:
Class privilege...Above all, don't open your eyes! You're dreaming: All humanity delights in their access to air travel, like you. Your dream suddenly transforms into apocalypse. The planet is incapable of supporting such pressure. The plane is the most polluting form of transport per person. A single long voyage is equivalent to one year of car pollution. That's why BlindAir feels that you should stay privileged, and offers you a mask, so that taking a plane won't trouble your good conscience.

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Introduction • Einleitung • Introducción

Not a Single-Issue Issue

the Carbusters Collective

English

With a war that's hard to ignore in Europe as we go to press, it's clear to many that the days of single-issue activism are fading.

Just as London Reclaim the Streets activists moved beyond traffic concerns years ago, transport activists from Greece, Macedonia, Romania and across Europe have switched gears to address the war (see p. 4, 25). One Car Busters volunteer has even left to join the relief effort.

It's also hard to ignore air traffic, which is just as polluting per person-kilometre as the car, and expanding at six percent a year (see page 8). That means a doubling in 12 years, not unlike car ownership in Eastern Europe doubling since 1989.

Planes, like cars, are major greenhouse-gas emitters, and climate change threatens to engulf us all—no matter what issues we're currently working on (see page 20).

Stay tuned for next issue when all returns to normal with focussed, single-issue reporting and a funnier introduction.

Français

Alors qu'il est difficile d'ignorer la guerre qui fait rage en Europe quand nous mettons sous presse, il est clair pour beaucoup qu'il est de moins en moins possible à l'activisme de poursuivre un seul but.

Reclaim the Streets Londres a dépassé les préoccupations concernant uniquement la circulation depuis déjà plusieurs années, et des militants des transports originaires de Grèce, Macédoine, Roumanie, et de toute l'Europe, se tournent désormais du côté de la guerre (Cf pages 4 et 25). Un volontaire de Car Busters est même parti rejoindre l'aide internationale.

Il est également difficile d'ignorer la circulation aérienne, qui pollue autant que la voiture par kilomètre par passager. Les déplacements par avion croissent à un rythme de 6% par an (Cf page 8), ce qui signifie un doublement d'ici douze ans; ce doublement n'est pas sans rappeler le doublement du niveau de possession de voitures (nombre de voitures par ménage) en Europe de l'Est depuis 1989.

Les avions, tout comme les voitures, sont les principaux responsables des émissions de gaz contribuant à l'effet de serre, et le changement de climat menace de tous nous engloutir, sans traitement de faveur en fonction de nos préoccupations (Cf page 20).

Restez toutefois à l'écoute, la prochaine édition paraîtra alors que tout sera revenu à la normale: des articles simples et ne portant que sur un seul sujet, et, surtout, une introduction plus rigolote.

Español

Con una guerra que sacude Europa en el momento de llevar a la imprenta este número resulta claro para mucha gente que los días de activismo especializado en un tema deben quedar atrás.

Así como los activistas de "Reclaim the Streets" trascendieron los temas específicos del tráfico hace años, los activistas en temas de transporte de Grecia, Macedonia y de toda Europa se han puesto las pilas para movilizarse contra la guerra (ver página 4 y 25). Incluso un voluntario de Car Busters ha dejado estas tareas para sumarse al esfuerzo por la paz.

Tampoco se puede ignorar el tráfico aéreo, que resulta tan contaminante por persona y kilómetro como el automóvil, y está creciendo a un ritmo del 6% anual (ver página 8). Esto significa que se duplica cada 12 años, al igual que el número de vehículos en Europa del Este que viene doblándose desde 1989.

Los aviones son importantes emisores de gases de efecto invernadero, y el cambio climático amenaza con engullirnos a todos, independ-ientemente de los temas en que estemos trabajando (ver página 20).

No perdáis la sintonía hasta el siguiente número, cuando las cosas vuelvan a la normalidad y sigamos con la línea habitual de artículos centrados en nuestros temas y podamos tener una introducción más divertida.

Deutsch

Der Krieg in Europa ist schwer zu ignorieren, während wir diese Ausgabe produzieren. Es ist klar, daß es für viele Aktivisten schwer ist, sich auf ein einzelnes Thema zu beschränken.

Ähnlich den Londoner Reclaim the Streets-Aktivisten, die vor Jahren aufgehört haben, sich ausschließlich mit Verkehrs-problemen an sich zu beschäftigen, konzentrieren jetzt Verkehrsaktivisten aus Griechenland, Mazedonien, Rumänien, ja eigentlich ganz Europa, Ihre Kräfte auf den Krieg (siehe Seite 4 und 25). Ein Car Busters Volontär hat uns verlassen um bei den Hilfsaktionen mitzuwirken.

Es ist auch schwer den Flugverkehr zu ignorieren, der (gemessen in Personenkilometern) genauso umwelt-verschmutzend ist wie der Autoverkehr und jährlich 6% zunimmt (siehe Seite 8) - was eine Verdoppelung in 12 Jahren bedeutet - nicht unähnlich der Verdoppelung des Autobesitzes in Osteuropa seit 1989.

Flugzeuge sind die Treibhaus-gaserzeuger und der Klimawechsel bedroht uns alle—egal welchem Thema wir uns widmen (siehe Seite 20).

Bleib uns treu bis zur nächsten Ausgabe, wo alles zur Normalität zurückkehrt, mit nur-themabezogenen Reportagen und einer fröhlicheren Einleitung.

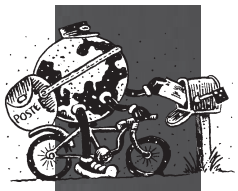
Paper:
It's been 100% recycled Cyclus paper from the first issue.

Notice:
Articles in this magazine do not necessarily reflect the opinion of Car Busters or its editors, however it's pretty bloody likely.

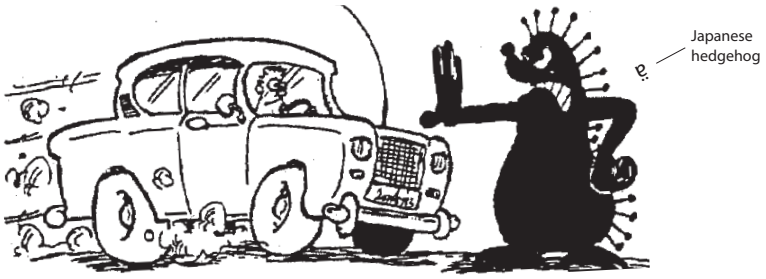
Mission:
Car Busters, a project of European Youth for Action, aims to build and maintain the international anti-car movement. The magazine is published quarterly to facilitate exchange and cooperation among activists and campaigners, inspire new activists and change the world.

Letters

Lettres • Briefe • Cartas



Feeling alone with your opinion? Tired of reading things written by other people? Send a letter under 300 words to Car Busters, and we might just inflict it on all our readers.



Ukrainian TV Debut

Hello friends! You must be the most successful campaigners in the world. At least very promising. Well what do you know, I saw a short film about Lyon conference and anti-car campaigning, and about Car Busters—on Ukrainian TV on a program for...car fans!

They speak all the time about their love for cars, and the programme is mostly dedicated to how beautiful the cars are, with stories of famous people's cars, and new car designs, and so forth. And then suddenly to my astonishment I see this anti-car film made on the materials of Lyon conference and quoting Car Busters!

There was everything you can think of: Lucia Marquart [of European Youth for Action] on stilts, people laying on the streets of Lyon, people on bikes, Dinosaurs Against Fossil Fuels, bike lanes, tripods, etc. And Ferenc Joo [of the Hungarian Traffic Club] with painted face sitting in his lovely [immobile] car [action prop]. Please send him my congratulations for his debut on Ukrainian television.

By the way, it's not only about them showing anything anti-car, it's the first time I saw a direct action on TV in Ukraine. I was startled to see it, and I can't believe how it was all friendly, without any hostile remarks. Congratulations on the wonderful reach-out.

Natasha Akulenko
Kiev, Ukraine

Saddened by "Gloating"

I was saddened to see the article titled "Dead Driver Wins Darwin Award" (page 5) in your Early Spring issue. This article gave the impression of gloating over a human being's horrible and painful death. We don't do our cause any favors when we dehumanise in such a fashion those unfortunate people still addicted (however stupidly) to their cars. Otherwise, please keep up the good work with your excellent magazine.

Zack Winestine
New York City, USA

[Ed. note: No gloating intended.]

No-Car Day, in Japanese

We, the Earth Day 2000 Campaign Japan, are planning to perform A Car-Free Day (A No-Car-Day, in Japanese) for Earth Day 2000. We have nominated several cities to be considered probable to adopt the plan.

This will be the first time the Car-Free Day will be conducted by NGOs in the country. We hope to benefit from others' experiences in how to realise the festival.

Masashi Tada
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Minami-ku, Yokohama-shi
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Seeking Dead Celebrities

I'm preparing an exhibition about the "side effects" of cars and I had an idea to make a list of celebrities killed in car accidents (Princess Diana, Falco...).

Could anyone please either suggest some names or a contact where I could get this (maybe someone made such a list already)? Thanks a lot.

Matus Bakyta
Slobodna Alternativa
Staromestska 6
81103 Bratislava, Slovakia
sa@changenet.sk

Car-Free European Tour?

I've been doing some touring with punk rock bands over the last few years, and it's always fun—except we've always done it in a car. In the USA, we don't have anything close to the amazing train network that you have in Europe, and I've considered trying to do our next tour on the rails. I think it can be done.

We usually borrow amps at each gig, so all we need to carry with us is guitars, records, drumsticks and five people's baggage. Anyone out there have any experience or tips?

Pete Menchetti / 702 Records
P.O. Box 204, Reno, NV 89504, USA
pete@stickerguy.com

Heavy Spirits in the Balkans

I would have liked this to be a report for the anti-car movement in Greece and especially in Thessaloniki, which has a history in such actions since 1983. However, our main concern during these weeks is the war in Balkans. So I would like you to excuse me for one or two short notices.

I belong to the Ecological Movement of Thessaloniki, a rather small but influential radical ecology group, much affected by Murray Bookchin's social ecology philosophy. Last year we participated in the Global Street Party, but this year the spirits are very heavy due to the war.

During the last decade, we frequently opposed, together with other peace and radical groups, the ethnic cleansing attitudes of Mr. Milosevic (that opened up the gates of hell in Balkans) and the rise of nationalistic sentiments in the region.

During the last two decades, we tried to promote conscientious objection, non-violence, anti-militarism, respect of minority rights and solidarity to all oppressed parts of the Balkans and the Eastern Mediterranean.

Today, we feel the need to demand and act towards the stopping of NATO bombings (which are leading to massacres and ecological catastrophe) as well as Milosevic's ethnic cleansings. We want to build a network of non-violent activist peace groups in Balkans and spread the word that hatred and violence can never be the answer to our problems.

We still believe in this pillar of green ecological ideology—instead of the version offered by some European green intellectuals and heads of Green parties—and will continue to oppose all kinds of war.

Promoting the links of the democratic, peace and green movements in the Balkans can be a strong opposition to any authoritative regime, the "Big Brother" and the "New World Order" included.

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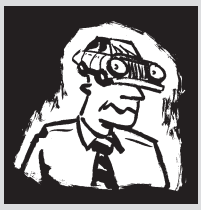
[For more on Kosovo, see page 25.]

"Each time you travel in your automobile the image of the Sacred Heart will remind you of your pledge of safe driving. And you will know that you and your traveling companions are under His protection."

- Father Bob Hess, Sacred Heart Auto League, Walls, Mississippi 38686, USA



CAR CULT REVIEW

Man Wants to Marry His Car: Clerk Says No

Many men have had love affairs with their cars. Buster Mitchell wanted to make it official. Jilted by his girlfriend, a bereft Mitchell decided he wanted to marry his true love —his 1996 Mustang GT.

"I've been broken-hearted and hung out to dry, so I am going to the courthouse and try to marry my car," Mitchell said before attempting to get a marriage license March 4.

Mitchell, 28, didn't get very far in the application before the clerk dashed his dreams. Only men and women can marry under Tennessee law, officials explained.

It was sometime after he listed his fiancée's birthplace as "Detroit," her father as "Henry Ford" and her blood type as "10-W-40" that his plans sputtered.

"Well, in California they are doing same-sex marriages," he said. "So we are here in Tennessee. Why can't we do the good ol' boy thing and marry our cars and trucks?"

Mitchell said he isn't giving up. He plans to try at a couple of wedding chapels in the Great Smoky Mountains. n

- Associated Press

New Guide to Shopping Green

"The Green Guide to Cars and Trucks" is an excellent read for anyone wishing to make cosmetic changes to their society's approach to transportation. Published by the American Council for an Energy-Efficient Economy, it is also highly recommended for cities happy with their car crash death rate, or seeking more multi-story car parks.

"Choosing greener cars is more important than ever," says author John DeCicco.

"Not choosing cars is even more important," says Car Busters. "Even if you can't kick your car habit, it's worth remembering that cars cause most of their ecological impact in the production stages of their life. Buying new cars doesn't ecologically make sense."

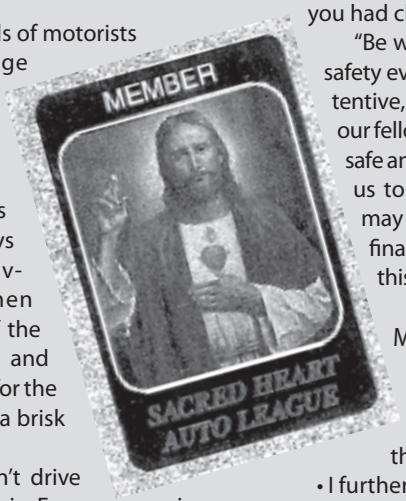
In all fairness, we encourage anybody looking for a new car to buy this book. We also encourage them to not stop questioning what will create long-term, meaningful change. n

Car Sanctification Always in Fashion at Copacabana

Copacabana, Bolivia—They drive from all over Bolivia, Peru and even northern Argentina to this remote town on the shore of Lake Titicaca—taxi drivers, truck drivers and other motorists seeking a priest's blessings for protection against drunken drivers, landslides, bad brakes and broken axles.

Every morning and afternoon but particularly on Sundays, Copacabana's central plaza becomes a jammed parking lot of rattletrap buses and minivans splotched with mud from long, arduous journeys throught the Andean highlands.

The drivers drape their sideview mirrors and bumpers with colorful ribbons and bushels of pink and white gladiolus. They sprinkle their hoods with the petals of white roses. Then they give their tyres a spritz of Bolivian champagne, beer or, for those on a budget, mineral water.

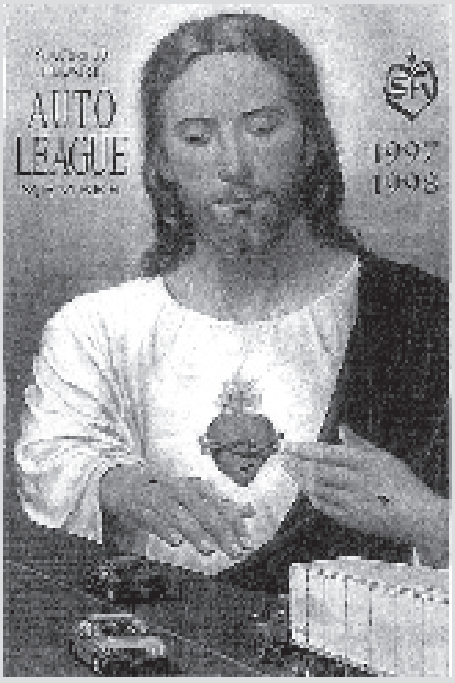


Tens of thousands of motorists make the pilgrimage here each year, making this the largest source of income for this town of 5,000 people. Banks stay open on Sundays to accomodate travelers. Indian women selling miniatures of the Virgin Mary, flowers and other paraphernalia for the vehicle blessings do a brisk business.

The pilgrims don't drive home until one of six Franciscan priests sprinkles holy water on their dressed-up vehicles and says a prayer asking for divine intervention against everything from accidents to faulty directions and gas shortages.

"This is better than car insurance," said Mario Kempy Avelo, 23, who drove his new minivan from La Paz as part of his preparations in starting a taxi business. "I can't afford any accidents, so I came as an act of faith." n

- NY Times Wire Service



The Holy Fifty-Foot Woman

This is my all-time favorite image of Jesus, posing as The Fifty-Foot Woman with those holes in his hands. God knows how I got on their mailing list—I'm Jewish and I don't even have a drivers' licence! But I was so relieved to find out that yes, there really is a Father Bob! [See quote above.]

Katherine Roberts
San Francisco, USA

The Driver's Prayer

"God our Father, you led Abraham from his home and guarded him in all his wanderings. You guided him safely to the destination you had chosen for him."

"Be with us now as we travel. Be our safety every mile of the way. Make us attentive, cautious and concerned about our fellow travelers. Make our highways safe and keep us from all danger. Guide us to our destination for today and may it bring us one day closer to our final destination with you. We pray this in Jesus' name. Amen."

Member's Pledge

• I pledge to drive prayerfully and carefully in an effort to insure my own safety as well as the safety of others;

• I further pledge to offer my travel time in a spirit of reparation to the Sacred Heart of Jesus;

• In so pledging I confidently beseech the special blessing of the Sacred Heart as a promise of divine graces and favors.

DISCLAIMER: Pointing out the nuttiness of this particular group should in no way imply a sweeping disapproval of all Christianity. Jesus himself, for example, never drove a car in his entire life. n

Industry Watch

Digging the dirt on your favourite corporations.

Exxon Valdez Ten Years Later

The tenth anniversary of the Exxon Valdez oil spill on March 24 was commemorated by the solemn retelling of lies. The official story is "Drunken Skipper Hits Reef." Don't believe it.

The captain, Joe Hazelwood, was below decks, sleeping off his bender. The man left at the helm, the third mate, would never have hit Bligh Reef had the ship's radar been operational. The complex Raycas system costs a lot to operate, so frugal Exxon management left it broken and useless for the entire year before the grounding.

There's more to the story you've never been told.

Just 10 months before the spill, the six oil companies that own Alaska's oil held a secret meeting in Arizona where Theo Polasek, their chief of Valdez operations, warned that it was "not possible" to contain an oil spill in the centre of Prince William Sound—exactly where the Exxon Valdez grounded. Polasek needed millions of dollars for spill containment equipment. The law required it. The companies promised it to regulators. Then at the meeting, they vetoed it.

Smaller spills before the Exxon disaster could have alerted government watchdogs that the port's oil-spill containment system was rotting. But according to Erlene Blake, the oil group's lab technician, management routinely ordered her to change test results to eliminate "oil-in-water" readings. The procedure was simple, Blake says. She was told to dump out oily water and refill test tubes from a bucket of cleansed sea water that they called "the miracle barrel."

A confidential letter dated April 1984, four full years before the big spill, written by Captain James Woodle (then the oil group's Valdez port commander), warned management that due to a reduction in workers, age of equipment, limited training and lack of personnel, they seriously doubted that a medium or large oil spill could be contained and cleaned up effectively.

According to Woodle, a much smaller spill occurred at Valdez before the Exxon collision. When he prepared to report it to the government, his supervisor warned him not to file the notice, with the Orwellian command, "You made a mistake. This was not an oil spill."

The fable of the Drunken Skipper has served the oil industry well. It transforms the most destructive oil spill in history into a tale of human frailty—a terrible, but one-time accident. But broken radar, missing equipment, phantom spill personnel, faked tests—the profit-mad disregard for the law—made the spill disaster not an accident but an inevitability.

The canard of the alcoholic captain has also provided effective camouflage for the party most responsible for the destruction in Alaska: British Petroleum (BP).

Alaska's oil is BP's oil. The company owns and controls a majority of the Alaska Pipeline system, the consortium called Alyeska. Exxon is a junior partner, and four others are just along for the ride. Captain Woodle, Technician Blake and Vice-President Polasek all worked for BP's Alyeska.

But we now know that BP's London headquarters learned of the alleged falsification of reports to the U.S. government years before the spill. In September 1984, independent oil shipper Charles Hamel of Washington, DC, shaken by evidence he received from Alyeska employees, hopped the first available Concorde at his own expense to warn BP executives in London about the frauds in the Valdez labs.

Furthermore, Captain Woodle swears he personally delivered his damning list of missing equipment and personnel (a violation of code) directly into the hands of BP's Alaska chief, George Nelson. It became a matter of corporate self-preservation for BP that Woodle's letter, Hamel's London trip and many other warnings of the deteriorating containment system never saw the light of day.

Alyeska showed Woodle a file of his marital infidelities (all bogus), then offered him pay-outs on condition that he leave the state within days and promise never to return.

As for Hamel, the oil shipping broker, BP in London thanked him, then secretly launched a campaign to hound him out of the industry. They hired a CIA expert who wiretapped Hamel's phone lines, smuggled microphones into his home, intercepted his mail and tried to entrap him with young women. The industrial espionage caper was personally ordered and controlled by BP executive James Hermiller, President of Alyeska. A U.S. federal judge told Alyeska this conduct was "reminiscent of Nazi Germany."

BP's inglorious role in the Alaskan oil game began in 1969 when the oil group bought the most valuable real estate in all Alaska, the Valdez oil terminal land, from the Chugach natives. Alyeska paid one dollar.

Although a U.S. Supreme Court Justice explained to the natives the worth of their claim on this land, their own lawyer, the state's most powerful legislator, advised them not to press for payment. Within months of signing away the natives' rights to Alyeska, he became Alyeska's lawyer. ä

When the pipeline opened in 1974, law required Alyeska

...Valdez

continued from previous page

to maintain round-the-clock oil spill response teams. As part of the come-on to get hold of the Chugach's Valdez property, Alyeska hired the natives for this emergency work. They practiced leaping out of helicopters into icy water, learning to surround leaking boats with rubber barriers. But natives soon found they were assigned to cover up spills, not clean them up. Their foreman David Decker told me he was expected to report an oil spill as two gallons when two thousand gallons had spilled.

Alyeska kept the natives at the terminal for two years—long enough to help break the dock workers union, then quietly fired them all. To deflect inquisitive inspectors, Alyeska created sham teams, listing names of oil terminal workers who didn't have the foggiest idea how to use spill equipment, which in any event was missing, broken or existed only on paper.

When the Exxon Valdez ran aground, there was no native spill crew, only chaos. Yet, Alyeska was able to settle all claims for only two percent of the acknowledged damage—roughly a $50-million payout that was fully covered by an insurance fund. A jury ordered Exxon to pay $5 billion, though the petroleum giant continues to stall payment. Thus the only lesson BP learned from the oil spill catastrophe must have been to keep its name off the ship.

I often return to Prince William Sound and get news from the native villages. At Chenaga, they are preparing to spend another summer scrubbing rocks. Last year, they pulled 20 tons of sludge off their beaches. At Nanwalek village, the state again declared the clams inedible, poisoned by persistent hydrocarbons. Salmon carry abscesses and tumors, the herring never returned and the sea lion rookery at Montague Island remains silent and empty.

But despite what my eyes see, I must have it wrong, because right here in an Exxon brochure it says, "The water is clean and plant, animal and sea life are healthy and abundant." n

Gregory Palast is an investigative reporter with the Observer of London. This article appeared recently in the Earth First! Journal. For comments or reprints, contact Palast at <gregory.palast@guardian.co.uk>.

Bethbuster on the

Bethan Stagg breaks her Car Busters office chains and takes to the open road.

"I guarantee that we'll reach Dijon by 3," said my driver with a self-confident smile, as I climbed into the white van. My eyes widened, as Dijon is well over 100 km from Lyon. As the van gathered speed on the motorway, I realised he wasn't joking.

"Aren't you afraid of being caught by speed cameras," I asked him. The salesman smoothed his hair, adjusted his tie and laughed. He lifted a cloth cap off the dashboard, revealing a slender, black machine.

Each time we approached a speed camera the detector beeped frantically and the salesman dropped his speed. At all other times he kept up a steady 150 kph, weaving between lanes and beeping to urge others to drive faster.

He was one of many salesman who has stopped for my outstretched thumb. They nearly all drive too fast, have tired, saggy eyes and a keen interest in road expansion.

In Britain your salesman is usually stressed from endless hours wasted in traffic jams. In France the motorway toll system pushes many non-commercial drivers onto the smaller side roads to avoid tolls, so the salesmen rule supreme on the motorways. But just a few weeks ago, the first toll motorway opened in Britain, arousing resistance from environmentalists because of the destruction caused by shifting toll-avoiding traffic to the smaller roads.

The other mode of hitchiker transport is the long-distance lorry, which thunders around Europe following the whims of the global market. When in Britain recently, I saw lorry drivers bring London to a standstill, a tactic learned from the French, in protest to fuel tax increases in the Chancellor's 1999 budget.

"We only put out word for a thousand drivers, and we got double that," regaled a lorry driver that I questioned. "Imagine what the lorry industry could do if we wanted a serious blockade."

Subsequent press coverage anguished over Britain's potential loss of competitiveness and the threat to the transport industry that the fuel tax increase would supposedly cause. Not a single paper pointed out that unnaturally low fuel prices are a principal factor driving the insane practise of global "free" trade.

I was not too suprised. The previous day the media had rallied against the Chancellor's "unfairness," with indignant headlines such as: "Why is Blair victimising the British driver?" A radio advert run by supermarket chain Sainsbury's pompously informed the listener that with the chain's extra-low fuel prices, consumers could get around the Chancellor's "miserly" behaviour.

Ironically, two days previously, the nine o'clock news announced that the North Pole icecaps were melting faster than previously believed, a reminder that the Chancellor's over-modest attempt to fulfill Kyoto Protocol agreements comes well after the 11th hour. The news reporter was not too bothered though, breezily announcing the next news item: "And from Ice to Spice, former Spice Girl has just had a baby boy!"

I then stretched out my thumb again toward France, crossing the Channel in a lorry-load of drink cans heading for Holland to be filled. I was relieved to leave all these observations behind, and to know that I, unlike the cans, would not be returning to Britain as a consumer item. n

Airport Expansions: Europe's New Roads

Paul de Zylva

Air travel is the ultimate consumer experience.
You can escape from one world and experience others at unbelievable speed, relative convenience and low cost. It turns the privilege of world travel into an access-all-areas right to roam.

Shockingly, many people are now more familiar with countries on the other side of the world than their own neighbourhoods.

The airport and air travel industry markets the opportunity to consume the world, and tourists and business travellers are quick to take full advantage. Of course, many millions never take off at all—or have no desire to—but still end up subsidising the industry and being impacted. And this isn't limited to those living at the end of the runway.

In post-Second World War Europe, successive governments have supported airport expansion, seeing it as central to economic growth and an indicator of success. And having a national airline and a vast airport has been a baffling source of national pride.

Just look at Spain and Greece. They regard their airport and air travel industries as vital to their overall economy, and rightly so when their economies are so dangerously dependent on tourism. But the two countries have also been key in blocking moves by other European countries to make air travel start paying its way by removing its exemption from fuel taxes.

And in northwestern Europe, airports "compete" to be Europe's busiest, largest and best. Current contenders are Heathrow-London, Roissy-Charles de Gaulle-Paris, Frankfurt and Schiphol-Amsterdam. Elsewhere, expansion at smaller airports is seen as essential for regional economic growth.

If this sounds all too familiar, then it probably is. Airports and air routes are the new roads and highways.

Constant expansion is the name of the game, and few politicians seem willing or able to stand up to the industry and make it pay its way. If you must go to Australia, then flying is the reasonable option, but for most other journeys—especially those within a country—flying is not the best social or environmental option. But consumers are being tempted to make flying their first choice through prices that make other travel options look extravagant. There's also a close link between the cost of airline tickets and the expansion plans of airports, large and small alike.

So here are the four main factor's fuelling air travel expansion:

DUTY-FREE - It's the financial sleight-of-hand in which every European citizen subsidises airports and airlines whether they fly or not. And those who do "fly and buy" mistakenly believe they get a bargain.

In truth, duty-free bargains are dubious. Governments could choose to subsidise any industry they like and prop up employment in other, more

socially useful sectors. But until the anomaly of duty-free is done away with, profits from duty-free sales will continue to pour into the expansion ambitions of airports and airlines.

TAXES, FUEL AND FARES - An out-of-date international convention outlaws taxes on international travel. So the industry gets a direct subsidy and a head start on profits over other forms of travel that pay fuel taxes.

The price of air tickets in no way represents any of the social and environmental impacts of air travel. Furthermore, current competition, especially at the lower budget end of the market, is making ticket prices cheaper than ever. This all fuels demand for more flights and more expansion to cater for air traffic growth (globally about six percent a year).

COMPETITION - Airports claim to be competing with each other and use this dubious assertion to persuade governments to allow more expansion. In truth airports compete only for "transfer passengers"—travelers flying in, changing planes and flying straight off to another destination. Transfers bring all of the noise and pollution without the economic benefits of entering the country and spending money.

INDUSTRY INEFFICENCY - Most scheduled flights take off littered with empty seats. If airlines had to pay a charge for any unfilled seats, there would more sensible scheduling of flights—more flights taking off fully loaded.

All of these subsidies and inefficiencies build pressure for more physical expansion—more planes in the sky, more land taken on the ground to land the planes and service the passengers with shops, roads, car parks and the rest.

The Protest Begins

Across Europe, promises to communities over noise, pollution and physical expansion have been broken. Terminal Four at Heathrow was supposed to have been the last major expansion, but this government promise is now likely to be broken, allowing a fifth mega-terminal to be built in London's green belt. Frankfurt airport is planning a "shopping terminal" and more loss of the surrounding forest. In The Netherlands, talk is of "solving" the growing problems caused by Schiphol by building a new airport in the North Sea. And in Paris, Roissy has been chosen as the new hub simply to prop up the national airline which, losing money, needed to economise by centralising its operations.

Little wonder that people living near these and other airports have had enough and that attentions of the active protest movement have turned to airports and the pampered air travel industry. n

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TRANSLATION

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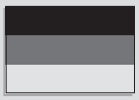
L'industrie aérienne commercialise la possibilité de consommer le monde. Le trafic aérien et les aéroports s'agrondissent, grace aux subventions, aux magasins detaxés (duty-free), à la compétition entre les aéroports et à l'absence d'impots sur l'essence tandis que des autres modes de transport sont taxés. Comme résultat l'Aérogare quatre à Heathrow, supposé d'être la dernière expansion, sera vraisemblablement bientôt suivi par la construction d'un énorme cinquième aérogare dans la ceinture verte autour de Londres. L'aéroport à Francfort planifie la construction d'un grand 'aérogare de shopping' entrainant plus de déstruction de la forêt environnante, et les Pays-Bas parlent de construire un nouveau aéroport dans la Mer du Nord. Les aéroports et des couloirs aériens sont les nouvelles autoroutes.



Die Luftverkehrsindustrie kom-merzialisiert die Möglichkeit, die Welt zu konsumieren. Luftverkehr und Flughäfen vergroessern sich dank der Subventionen an duty-free shops, dem Wettkampf zwischen den Flughäfen und fehlender Benzinbesteürung, waehrend andere Verkehrsmittel besteuert werden. Als Ergebnis wird zu dem Flughafen Heathrow vier, laut Planungen die letzte grosse Erweiterung, wohl bald ein riesiger fünfter Terminal im grünen Gürtel um London gebaut werden. Der Frankfurter Flughafen plant ein "shopping terminal", was noch mehr des umliegenden Waldes zerstören würde, und in den Niederlanden spricht man vom Bau eines neuen Flughäfens in der Nordsee. Flughäfen und Luftkorridore sind die Autobahnen von heute.

La industria aérea comercializa la posibilidad de consu mir el mundo. El tráfico aéreo y los aeropuertos crecem gracias a las subvenciones a los almacénes libres de impuestos, a la competencia entre los aeropuertas y a la ausencia de impuestos sobre la especie; lo cual no es el caso para los otros medios de transporte. Como resultado, la Estación aérea quatro en Heathrow, la última en expansión, será probablemente muy pronto seguida de una enorme construcción de la quinta estación aérea del cinturón verde alrededor de Londres. El aeropuerto en Frankfort planea la construcción de una gran estación aérea de compras, que anima a la destrucción del bosque que le rodea; en Holanda hablan de construír un nuevo aeropuerto en el Mar del Norte. Los aeropuertos y los pasillos aéreos son las nueuas carreteras.

Flying Off to Warmer Climates

Michelle Valentine

Standing on the windswept helipad of a Japanese passenger ship with an odd group of climate scientists, environmental campaigners, government representatives and business people, singing about the climate, was one of the most memorable parts of my first epic journey into the issue of air travel and climate change.

It was the "Climate Train," a 9,500-kilometre overland journey from Europe to the climate convention in Kyoto, Japan. If we had replaced our train, boat and bicycle journey with one air flight we would have generated three times as much greenhouse gas emissions and eight times the overall greenhouse warming effect.

That journey, and the wonderful committed people I met across the expanse of Europe and Asia, has inspired me to look deeper into the issue of air travel and its impact on our environment, economy and society.

There has been much discussion in environmental circles about how to tackle emissions of greenhouse gases from transport, but the debate has focussed primarily upon accelerating the shift away from car use to better public transport, walking and cycling.

But air travel, responsible for 12 percent of Europe's CO_2 emissions from transport, has largely been forgotten.

This is a worrying trend, with the effect of emissions released by planes in the thin air of the upper troposphere much greater than that for the same emissions released from the ground, and with air traffic rapidly growing.

For some general information on air transport and the environment: <www.btinternet.com/~senco> or contact Car Busters.

What's the Problem?

Three principal gases emitted by aircraft contribute to global climate change: CO_2, NO_x, and water vapour. Aircraft CO_2 emissions now equal roughly 1,100 million tonnes per year. Each air passenger is responsible for about the same amount of CO_2 as would be generated by driving a car the same distance. Usually a long way. For a London-Tokyo round trip this reaches 2.8 tonnes.

NO_x catalyses ozone production in the lower atmosphere—the troposphere—where it's a green-house gas and also toxic. It also catalyses ozone destruction higher up in the stratosphere, where the layer of ozone is needed to protect us from UV radiation. About 400,000 tonnes of NO_x gases are emitted from aircraft each year, and each tonne has the global warming potential of about 270 tonnes of CO_2, over a 100-year timespan. This makes up the equivalent of about 10 percent of the CO_2 emissions from aircraft.

Aircraft tracking across the sky leave behind a trail of water vapour, which turns into wispy cirrus clouds. The warming effect of clouds is still hard to quantify, yet scientists fear it may be great, at least on a short timescale. Clouds both reflect incoming sunlight and outgoing heat, and high clouds, such as cirrus, are particularly effective.

Locally, aircraft and airport pollution also creates problems. Noise, for example. A recent World Health Organisation study showed that people living near airports or under busy flight paths can suffer from a whole range of problems: stress, damaged hearing, nervous conditions... Alarmingly, young children who attend schools near airports or under flight paths can have a reading age of up to nine months behind kids living in less noisy environments. A number of other difficulties with impaired communication were also identified.

Even within aircrafts problems occur. Children, pregnant women, the elderly and animals are all particularly vulnerable, suffering anything from breathing carcinogenic particles to pressure-damaged ear drums.

So What Do We Do About It?

The air industry often argues—and politicians tend to agree because it sounds good and its easy for them—that with improved fuel efficiency and some changes in technology the impact of emissions can be greatly reduced. While the fuel efficiency of aircraft is improving by about three percent per year, this cannot continue indefinitely. Even if maximum efficiency was achieved, it would make little difference because the air industry is growing too fast (about 6 percent per year). In order to run aircraft on renewable energy it would require the production of explosive fuels such as hydrogen - unlikely to be used commercially in the near future.

It seems the only answer is to drastically reduce the amount of global air travel.

And How?

Supporting a taxation on air fuel (similar to that on petrol for example) could result in a net decrease in air traffic. There has been must research undertaken on this topic, and there is a debate as to how effective such economic instruments can be. But bearing in mind that the air industry in Europe alone receives government subsides worth 45 billion euros a year (this includes direct financial support, indirect support, and not accounting for external costs), a tax or charge on emissions would to some way to redressing the balance in the transport sector and provide funds to invest in other modes of transport.

Consider whether traveling by air is really necessary. For example business and international meetings could make use of tele-communications like video conferencing or on line discussions. In business circles such technology is already being used and is improving and becoming cheaper.

I am particularly concerned though that within 'green' organisations like other international bodies, there is still a sense that holding large international events which everyone flies to, is the only way to do things.

Not only does this mean lots of air travel, but I also feel it is exclusive to many people who cannot afford the time or money to attend.

The tourist industry is one of the most obvious sectors needing reform. The whole structure of package holidays assumes in the most part that people will fly to their destination. Travel agents should have as detailed information

about other modes of travel as they do about flights, and should be trained to advise customers on taking advantage of local public transport when they arrive at their country of destination. This will, in my view, make for a much more interesting holiday, too.

Stop buying perishable goods that have been flown from other parts of the world, e.g. soft fruit and prepacked salads. By buying locally, we promote our own local economies which given proper support can be dynamic and versatile. The argument that the air industry creates a lot of jobs is spurious, if we consider that in the UK for example, only 0.3 percent of the workforce is employed in the air travel industry. As Yehudi van do Pol states in his study, "The Myths of Flying":

"Air transport is a capital intensive sector, large investments in machinery are needed to safeguard the high level of productivity. Jobs in this sector are expensive. Therefore investing in the air transport sector is not an efficient way to create jobs."

The air travel issue is just beginning to be discussed—in many ways we are at the stage that we were with the car 20 years ago. I hope that people reading this will feel inspired to work as hard and passionately on this as they have done on stopping the car-centred economy and society, because as far as I am concerned, in environ-mental terms we don't have time to wait for a gradual realisation. n

Michelle Valentine works with Scientists for Global Responsibility, an independent U.K. organisation working for better public understanding of science issues and promoting responsible attitudes to science research and application. She would like to thank Ben Matthews of the Global Commons Institute for his assistance with this article.

To get hold of Yehudi van do Pol's study, "The Myths of Flying," contact him via The Right Price for Air Travel Campaign: <rpfat@milieudefensie.nl>.

Air Travel Contacts

Over 100 groups are active in air travel issues, and some 300 more are more passively involved. Here's a sampling to put you in touch with more info and what's happening.

"Right Price for Air Travel" Campaign
(International Coordination. Contact or see website for complete list of Friends of the Earth Europe groups involved.)
Paul de Clerck and Ilse Chang
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TRANSLATION

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Les déplacements aériens sont responsables de 12% des émissions de CO_2 en Europe et progressent "à grands pas". Les avions émettent du CO_2, du NO_x et de la vapeur d'eau, qui contribuent tous à l'effet de serre, et le NO_x attaque également la couche d'ozone. Pour chaque passager, la même quantité de CO_2 est émise que pour un trajet de même distance effectué en voiture; les polluants émis dans la mince couche atmosphérique sont cependant plus néfastes que s'ils sont émis au niveau du sol. De plus, le bruit dû au trafic aérien affecte la santé et la fonction d'apprentissage des enfants.

Si le rendement des carburants augmente d'un côté, le nombre de déplacements par avion augmente aussi de l'autre, compensant les bénéfices. Il est nécessaire d'encourager les gens à moins prendre l'avion, en instaurant une taxesur les carburants pour avions, alors que cette industrie est déjà fortement subventionnée, en trouvant des alternatives, comme la tenue de réunions internationales sur l'Internet, en faisant pression sur le secteur du tourisme pour que d'autres options soient encouragées, et enfin en achetant des produits agricoles locaux.

Obwohl er für 12% des europäischen CO2-Ausstoßes verantwortlich ist, wird der Luftreiseverkehr oft von Verkehrs- wie Umweltkampagnen vernachlässigt.

Flugzeuge emittieren CO_2, NO_x und Wasserdampf - alles Treibhausgase. NO_x schädigt auch die Ozonschicht und jeder Passagier ist für gleichviel CO_2-Emmissionen verantwortlich, als hätte er dieselbe Reise mit dem Auto gemacht. Aber die Abgase richten in der dünnen Luft der oberen Atmosphäre viel größere Schäden an als die selbe Menge am Boden anrichten würde. Außerdem beeinträchtigt der Fluglärm die Lernfähigkeit von Kindern und schädigt die Gesundheit.

Der Fortschritt bei der Effizienz der Treibstoffausnutzung wird vom Anstieg des Flugverkehrs an sich zunichte gemacht. Man muß die Leute dazu bewegen, weniger zu fliegen: Einführung von Steuern auf Flugbenzin (die Flugindustrie wird sowieso schon stark subventioniert); Finden von Alternativen, wie z. B. das Abhalten von Konferenzen via Internet; die Tourismusindustrie dazu bewegen, andere Möglichkeiten als Flugreisen zu fördern; und das Kaufen von lokal produzierten Gütern.

A pesar de provocar el 12% de las emisiones de CO2 en Europa y de ser un sector en crecimiento desenfrenado, Los aviones emiten CO_2, NO_x y vapor de agua, todos ellos gases de efecto invernadero. Los NO_x también dañan la capa de Ozono. Cada pasajero es responsable de la emisión de la misma cantidad de CO_2 que la emitida por un coche en un viaje de la misma distancia. Sin embargo, los gases contaminantes emitidos en las altas capas de la atmósfera resultan bastante más dañinos que la misma cantidad de contaminación emitida a nivel del suelo. El ruido de los aviones daña la salud y perjudica el aprendizaje de los niños. Aunque los progresos en la eficiencia energética de los aviones ayudan en parte a paliar los problemas, la relativa mejora se ve ampliamente contrarrestada por el imparable crecimiento del número de vuelos. Se debería inducir a la gente a usar menos el avión mediante medidas como: aplicar un impuesto al combustible aéreo, teniendo en cuenta que se trata de un sector fuertemente subsidiado; buscar alternativas como celebrar reuniones y encuentros internaciones a través de Internet; presionar al sector turístico para estimular opciones alternativas al transporte aéreo; y comprar productos y alimentos de producción local.

Transport Action Day Hits Europe

A SEED's annual March 27 Transport Action Day arrived in Russia in the form of "fir trees," a "woodcutter," a "monster" and "hares."

Using theatre, the environmental group Atshy and the Socio-Ecological Union of Western Caucasus highlighted the fate of the Caucasian State Biosphere Reserve should the proposed Lagonaki-Dagomys road be built. Once the "fir trees" were felled, a paper road was rolled out over the tree corpses.

The campaign has since begun a daily information picket in the town of Maikop, demonstrated in front of the government halls, and held a funeral procession for the reserve. Those carrying the coffin wore the titles of the state structures that would "bury" the protected area. The local government, unable to find legislation prohibiting theatrical performance, moved to regulate picketting, to prevent this type of action in the future. The funeral scenes were mysteriously cut from the evening's television reporting of the 100-person-strong event. (For more information, in Russian, see <http://chat.ru/~lagonaki>.)

"Why to wander in the vastness, see the Good lies so near." Germany's A17 action camp also went for a visual approach, quoting Goethe on giant picture frames erected around the landscape. Despite eviction of the camp on April 21, the campaign against the Dresden-Prague road continues. Contact Matthias Karich for more info: <m.karich@link-dd.cl.sub.de>.

In Lisbon, Portugal, environmental group GAIA organised a bike and pedestrian demonstration across some of the main streets of the city centre. More than forty people took part, protesting the European Union's Trans-European Networks (TENs) and their weak and controversial Environmental Impact Assesments.

The activists distributed leaflets and blocked the road, criticising Lisbon's public transport with its high and constantly increasing prices. The demonstrators also called on the Portuguese government to change from its very E.U.-like logic that "more roads mean more profits" and move towards sustainable transport strategies.

Romania also concentrated on TENs, holding a successful seminar, attended by students and the media.

Meanwhile in The Netherlands, 30 activists descended on an Exxon petrol station, dressed as soldiers, generals, PR girls, and giant Exxon monsters pulling the strings on a "puppet media and government." The action, which marked the tenth anniversary of the Exxon Valdez oil spill (see p. 6) combined the issues of the oil industry's behaviour in the South with transport issues and climate change. Customers left the petrol station slightly bewildered, not quite knowing whether to wave back at the smiling PR girls carrying "Don't Worry, There's No Global Warming" signs.

Customers in Newcastle upon Tyne, England, also found themselves not knowing how to react, when activists challenged over-consumption with a car showroom sit-in. The action was their third for the day, following a lie-down protest in a city centre car park against city plans to build more, and a leafletting action on parked cars. The leaflets read "Stop! Do not use this car: It has been immobilised for the good of the environment."

The Croix-Rousse quarter of Lyon, France, has its own parking problems, being one of the most densely populated neighbourhoods in Europe. Regroupment pour une Ville sans Voitures (Group for a Car-free City) spent Transport Action Day marching through the Croix-Rousse by foot, demonstrating that, even in the rain, cities are more livable without cars. n

The History of a Hatchling Finnish Car-Free Movement

Finland has the perfect political climate for road building, with private property, the valuing of individual freedom, a powerful road-building lobby and little understanding of the problems of "car culture." Yet resistance is growing.

After little action in the '70s and '80s, the early '90s saw the formation of Monoa Moottoriteille! (Boot the Highways!), from the young Friends of the Earth Finland. It was quick to split off, and disappear into hibernation. A few squats appeared in Helsinki and Turku against the E18, part of the TENs northern "Scandinavian Triangle," and the Critical Mass idea was put into action and received some attention.

Then came the concept of Reclaim the Streets, which took off wildly, with many great street parties. Admittably they often lacked a high political content, yet they revived the idea of car-free cities in Finland. In Tampere the university Student Union has done some successful campaigning on city traffic, but without the ideas, or support, of a wider movement.

But 1998 saw a sudden upsurge in sabotage at construction sites, ranging from pulling up survey stakes to destroying machinery. As with Animal Liberation Front actions in Finland, the mainstream media did not discuss sabotage until the alternative press started writing about it. It now receives extensive media coverage, with mixed reactions: some people are pleased that added security is costing contractors, while others simply feel alienated.

Meanwhile Monoa Moottoriteille! group has been revived in Tampere and Helsinki. Demonstrations have been held at the offices of the government road building authority, and machinery has been occupied in both cities dozens of times. A hatchling movement is promising to grow.

- Ville Lähde

Arrested for Squatting a Couch

So-fa...So Good!

Tooker Gomberg

Today, March 27, felt like the first day of spring. The sun and warmth brought hordes outdoors to celebrate the end of winter by ambling along St. Denis, one of Montreal's great strolling streets. The sidewalks pulsed with pedestrians. In the gutter, winter's last traces trickled toward the sewers. Strolling along, I and my partner Angela spotted a couch awaiting the garbage truck. We looked at it, looked at each other, moved it to the edge of the road, and sat down.

We settled in, soaked up some rays, and read the paper. Unexpectedly, the sofa had become a tool for liberating a small chunk of pavement from the cars.

St. Denis walkers have a lively pace. They snake along briskly, heads bobbing and panning, taking it all in. When their glance alighted on us they smiled. Thousands of smiles. Many burst out laughing. Humour thrives on the unexpected. The psychology of the street was subtly changed by the incongruous and intuitively very appropriate scene.

Some gave us the thumbs up. Parents chuckled and elbowed their kids to look. One woman, loosened by alcohol, joined us and began heckling the passersby: "Bring out your furniture. We need a kitchen table." I joined in: "Anybody have any plants?"

Sitting in the street we observed the hordes of pedestrians herded onto the narrow sidewalks, while the vast majority of space was hogged by two-ton tin cans speeding, honking and dangerously pushing their weight around. We gloried in giving back a bit of space to people. Imagine mini "Reclaim Some Tarmac" actions popping up all over the paved planet. A sofa here, a carpet there, a rocking chair. Little chunks of convivial, neighbourly space can be found in any city. Tiny plazas; non-commercial people-places. Liberated space. "Beneath the tarmac: the beach," wrote a 1968 Paris graffitist.

A police car visited. "Is this your sofa?" they asked. "No, we're just sitting in it." Confused, they drove off. Photographers snapped. Kids jumped in. The limber and the hobbled stopped, looked and lounged with us.

We were there for a couple of hours; maybe we were having too much fun. A second police car showed up as the sun dipped beneath the buildings. The officers were not amused. We were interfering with the traffic flow, they said. Someone shouted that the traffic was actually being blocked by the cop car. (In truth the couch was not blocking traffic, but in the lane where parked cars usually squat.)

Next thing I knew, my hands were forced behind my back and handcuffs pressed on. The crowd booed. Into the back seat and off to the station. Why weren't the police dealing with the true criminals—speeding motorists and drunk drivers? A glorious day ended with three hours in a cell and two $135 fines. I left them with my fingerprints in their snazzy com-puter, and their camera framed a scowly portrait for the rogues' gallery.

Over the decades we have lost our cities to smog, noise, speed, and asphalt little by little: a road widening here, a parking lot there. And we can restore cities to people in a similar fashion. A couch here, a rug there, a street party. A loaf of bread, a jug of wine and now—let's take back the streets bit by bit. Why not try it: it's fun, and all sorts of passersby will join in, reclaiming what's rightfully ours.

My fine says: "Couch in the street." Maybe it's time to put the street on the couch and analyse it: given the shortage of room in our cities, is parking a car really the best use for that space? Seems kinda crazy to me!

After they let me out I put my shoelaces back on, headed for the Metro and returned to the scene of the crime. The couch had been moved onto the sidewalk. I sat on it for a few minutes pondering the flow. Shoe leather fluttered by on the sidelines, and all was back to "normal": the main stage swirled with speeding steel and screechy rubber. The same police car cruised by again. I wasn't occupying any asphalt. The cop just waved. n

Tooker Gomberg is an activist, writer and former Edmonton city councillor who now works for Greenpeace Canada.

photo: Damon Brandt

Pedestrian Activists Paint Memorials to Car Victims

The pedestrian rights group Right of Way observed "Street Memorial Day" on Saturday, March 20, by painting 120 memorials across New York City to protest violence by cars against pedestrians and bicyclists.

Each memorial is a life-size body outline, with the victim's name and the date he or she was "KILLED BY AUTOMOBILE" painted in a crosswalk or sidewalk. The memorials, located throughout Manhattan, Brooklyn, Queens and the Bronx, commemorate some of the 270 pedestrians and cyclists killed by cars in the city in 1997.

Cars kill 250 pedestrians a year in New York City.

Among them, Alice Yang, a 35-year-old art curator and historian, killed Feb. 7, 1997, by a hit-and-run driver; Dante Curry, a six-year-old boy killed Oct. 2, 1997, in the South Bronx; and Jill Solomon, a 30-year-old bicyclist killed on April 2, 1997, by an oversized tractor-trailer truck turning onto the Queensboro Bridge in Manhattan.

Right of Way began making street memorials in 1996 to call attention to what it calls "car violence" in New York City. The group's new statistical study of four years' worth of fatalities, "Killed by Automobile," was released March 19, the day before the memorial action (see Studies and Reports page), concluding that most pedestrian fatalities are caused by driver carelessness or aggression. n

Chevron CEO Creamed by Pies

San Francisco, USA—The Ecotopia Cell of the Biotic Baking Brigade (BBB) swung into action March 10, in its first action since three of its members received jail sentences for throwing cherry pies at San Francisco's mayor. The BBB delivered just desserts, in the form of three pies to the head—quite literally, as well as the suit and tie—of Chevron oil company CEO Kenneth T. Derr.

This latest pastry incident occurred outside San Francisco's Galileo Academy of Science and Technology at 10:35 a.m., shortly before he was to give a "corporate greenwash" speech to kids at the school's "National Engineers Week" program. BBB Agent 3.14 launched the first strike after saying to Derr, "Do people really kill Nigerians for oil? People Do," in reference to Chevron's "People Do" ad campaign. The multiple pie-throwers successfully tossed three pies, and then disappeared without a trace.

"From the forests of Columbia to the platforms of Nigeria down to the waters and workers of our own San Francisco Bay, large petro-chemical corporations display callous disregard for human life and the future of this planet," said BBB Agent Blueberry. "We have witnessed toxic spill after toxic spill. We have seen our fellow workers perish in refinery 'mishaps,' and we have watched oil companies take off their gloves and get directly involved in the murder of indigenous peoples the world over. To their lies, we respond with pies."

This action comes in light of new information about direct collaboration between Chevron and Nigerian security forces in the continuing repression of protesters in Nigeria's Delta region. Several members of the U.S. Congress are calling for an investigation into the allegations of killings of innocent Nigerian civilians, human rights abuses and harassment of environmental activists by Nigerian security forces with the help of Chevron, the San Francisco-based oil company.

This action kicks off a campaign of international solidarity pie actions for the Cherry Pie Three, who were jailed for six months by Judge Ernest Goldsmith in order to "deter" pie-throwing. To the forces of law and order in San Francisco, Agent Blueberry says, "Deter This!" n

- Biotic Baking Brigade

The Do-it-Yourself Bike Path

Le Monde à Bicyclette activists have started to build the missing link of the Trans-Island Bike Path.

Montreal cyclists have waited over four years for the extension needed to join the currently isolated path to the Rachel Path, 400 metres away.

So 12 cyclists wearing construction helmets and equipped with shovels, gravel and a fence got to work on April 18. The group built 30 metres of path and will return regularly to complete the project, demonstrating to the City of Montreal how easy, quick, cheap and necessary it is to finish those 400 meters of bike path.

- Bob Silverman

Resisting Ring Roads

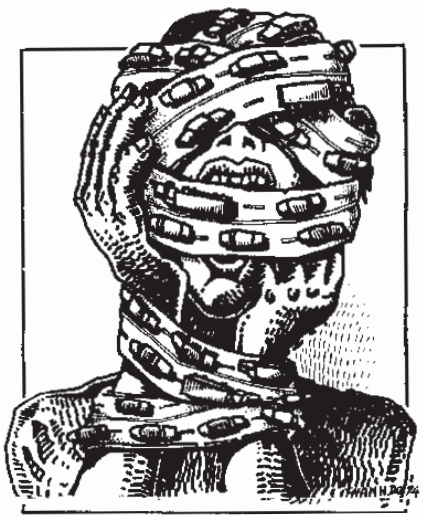
Work started in May on the Avon Ring Road, the largest local authority road-scheme in the U.K. Destined to become Bristol's M25, the road will cross ancient common land and sever a network of useful old railway lines. Incredibly it is also being built over a world-famous cycleway.

A new direct action campaign called STARR (Stop the Avon Ring Road) now has a protest camp near the route, and has already pulled off several building occupations and bulldozer actions.

Work is being delayed while a massive security fence is built along the entire length of the construction site. Meanwhile campaigners have been building tunnels and lock-ons. They welcome solidarity actions against the construction company, Cristiani and Neilsen. Money, equipment and new campaigners are also urgently needed.

STARR, 84 Colston Street, Bristol BS1 5BB; <scrappit@gifford.co.uk>; <www.gifford.co.uk/~bedwards/scrappit.htm>.

- Rowland Dye



The Meaning of Solidarity

A "Shell brings death" banner dropped from a Shell station in Dijon, France, on February 27 as 30 actvists locked themselves to, and temporarily shut down the station in support of the Ijaws of Nigeria, who are trying to protect their local environment from the oil company. A healthy number of information fliers were handed out to passersby and car-drivers. Each of the activists either belongs to the anarcho-environmental group Maloka, the Conféderation National du Travail union, or the "Collectif pour des Villes sans Voitures" (Dijon Collective for Car-Free Cities).

Last autumn, after occupying numerous petrol sites, the Ijaws managed to cut Nigerian oil production by two thirds. In December, they asked the oil companies to leave their land by January 1, declaring they would take action to force Shell to cease operations if the deadline was not respected.

The Nigerian government was not long to answer, and as soon as December 31, more than 10,000 soldiers were sent in. In the days to follow, about 250 Ijaws were murdered after non-violent demonstrations, in an atmosphere of general indifference from the international community, which was however sending at that very moment an investigating commitee to Kosovo to inquire about the murder of 40 Albanians.

Meanwhile, Shell and other oil corporations went on with their activities, using the Nigerian army as a shield. On January 18, despite the repression, the young Ijaws decided not to give up the fight. Recently they have received the support of 200 international organisations through a written address titled "No Blood for Oil," revealing the connections between the government and the oil corporations. n

Israel's Green Action Camp

It's ironic to think that Israel's founding fathers and religious leaders have fought to protect the Holy Land for so long, and now, by their own deeds, are destroying it. But some things never change wherever you go.

Green Action, of Tel Aviv, organised a three-day gathering to talk about protecting it. The grassroots group has existed for several years and over the last couple have started using direct action—locking themselves to bulldozers, dropping banners from cranes, and even occupying caves. One thing's for sure, they are a growing movement with a lot of motivation.

The camp was held in the Jerusalem Forest, as it is threatened with road development, especially "Road 16," a massive scheme that would tear the forest in two, with 12 lanes stretching 100 metres wide.

It rained on the Thursday when people started arriving, which is rare for Israel. Among the old low-level stone walls and trees, people set up teepees, kitchens and latrines. Bedouin-style shades kept the sun off, when it eventually came out in full strength Friday morning.

A local forest guide took us on an early morning walk through the valley, explaining the area and its wildlife. Living in a local village, he had seen the destruction of most of the forest, especially by local petroleum and diesel refineries. He told us that the forest is home to gazelles, jackals, hyenas, porcupine, and various bird life, and many rare trees and flora.

Workshops were held on Friday and Saturday, with translators for me on stand-by. I got a bit lost in the heated debates, but could tell that the talks were really working by the input people were giving. Issues discussed included economic globalisation, animal rights, do-it-yourself activism, multinational companies' effect on ecology, the trap of green consumerism, recycling and why tactics of the British protest movement should be applied in Israel. The general message was to arm yourself with information, apply it to your own life and do whatever you can. Around the main fire pit, Tel Aviv punks talked to Jerusalem professors.

It feels like there's a lot more to come in Israel. Having been involved in direct action and protest camps in Britain, I could see the time was right to take the same approach in the Jerusalem Forest.

- Adam, Britain

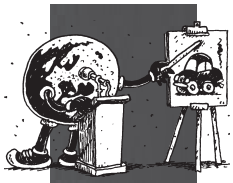
Even Public Parks

Since March, local activists have been occupying trees in a community park in Braunschweig, Germany.

Not in fact a blockade against road building, the group opposes a Volkswagen-sponsored multi-purpose hall being built for next year's World Expo in Hanover. The majority of Braunschweig citizens oppose the project, and would "rather stroll in their park than go to expensive cultural events which beforehand were free and outside," says activist Sina Arnold.

Tree-houses and walkways are being built and actions to inform the public are happening. Help is needed, and climbing harnesses are available.

For more info, contact: DABS c/o Ökoscouts, Madamenweg 168, D-38118 Braunschweig; fax: 0049531/896677, <Jupluebeck@t-online.de>.



Exploit the media before they exploit you

Fun With Press Releases

George Monbiot

Every battle we fight is a battle for the hearts and minds of other people. The only chance we have of reaching people who haven't yet heard what we've got to say is through the media...

We might, with good reason, regard the papers and broadcasters with extreme suspicion, we might feel cheapened and compromised by engaging with them. But the war we're fighting is an information war, and we have to use all the weapons at our disposal. Whether we use the media or not, our opponents will. However just our cause and true our aims, they will use it to demonise and demolish us, unless we fight back.

Journalists speak only one language, and that is their own.

This means your press release should mimic the format and style of a news story. It's a simple and straightforward formula and must be applied. If it isn't, your press release won't work. Period.

Essentials are:

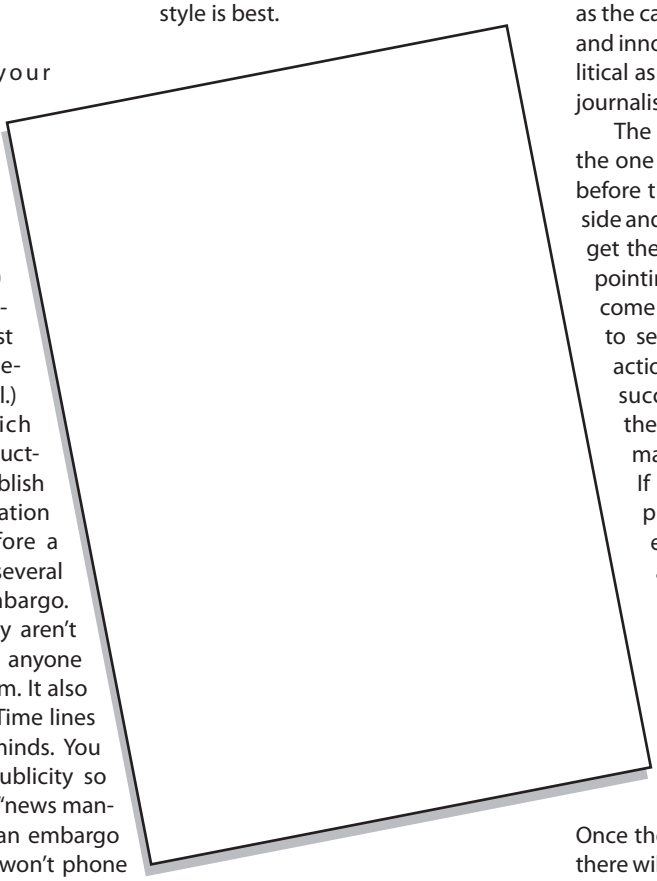
• The name of your organisation or disorganisation—big, bold and across the top of the page.

• One or more contact names.

• Contact number(s) where contacts are definitely going to be for at least the next two days. (Mobile-phone numbers are useful.)

• An embargo, which means that your are instructing journalists not to publish or broadcast the information in the press release before a certain time. There are several good reasons for an embargo. Journalists will know they aren't going to be trumped by anyone else getting in before them. It also creates a sense of event. Time lines concentrate journalists' minds. You know when to expect publicity so you can plan subsequent "news management" around it. But an embargo doesn't mean journalists won't phone the police or the company due to be occupied and ask what they think. So don't stick anything in your press release that you don't want to be generally known.

• The headline: It must be short, pithy and to the point. Avoid mystery or elaborate puns. The purpose of the headline is to grab the journalists' attention and give them an idea of what the press release is about. It must be no more than eight words long. Look at how they do it in the papers, then practice writing headlines for imaginary actions. Remember: In this, as in all writing, a straight-forward, plain style is best.

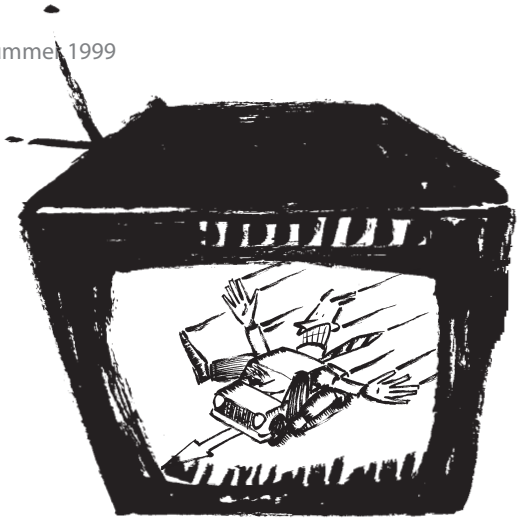


• The text: There is nothing so complicated that its essential point can't be summarised in a simple sentence. Work out what you're trying to say, then boil it down to its essence. Keep it simple and avoid jargon. Above all, make sure that the first and second paragraphs have covered all the five W's: who, what, where, when and why.

Assume that journalists know nothing and have very little time. The sight of a huge block of text that is hard to digest will put them off. They want to look at one page and know the essentials of the story are there. Additional notes and details about the rationale for the action: e.g., facts, figures and issue background, can be sent on a separate page.

News is meant to be all about novelty, so emphasise what's new about your action. This shouldn't be difficult, as the car-free movement is so creative and innovative. For example, a new political aspect of the story might attract journalists' attention to your protest.

The most critical press release is the one that goes out about two days before the event. If your action is outside and you're organising transport to get there, say so in the press release, pointing out that journalists are welcome to join you. It's also important to send out one the moment the action begins, telling them you've succeeded in stopping work on the bypass, locking Daimler-Benz management in their offices, etc. If it's a one-day action and your press person has still got the energy and resources, send out a fourth press release saying how it all went. A journalist's interest is pretty unpredictable and could be stimulated at any time. If the action lasts longer than one day, send out a new press release every day, as long as you've got something to say. Once the event is in the press already, there will be plenty of opportunities for



follow-ups. This is the time when you can sometimes get them to cover the issue you're trying to highlight, rather than simply the event.

The secret of all successful press releases is getting them to the right people, so find out who the right people are. Make a list of media outlets that you want to reach and individual journalists who seem to be interested in or sympathetic to the cause. The more you reach, the better. If it is a big action, contact national print and television media.

Faxing is still the best way to send press releases, and a fax modem is invaluable. Don't use snail mail; it invariably gets lost, disregarded or placed on the bottom of the pile. To get fax numbers, simply phone up the papers, TV and radio stations in question and ask for the fax number of the news desk. (It may also be worth trying to get a press list from a nonprofit group in your country that works on similar issues to your campaign.) If you also want to send your press releases to particular journalists at the same organisation, it's best to get their fax numbers from them. Keep all the numbers you get for future reference.

You can be absolutely certain that something will get lost in the newsrooms you're targeting: your press release, the journalist's attention or the essence of the story.

This means you must follow up with a phone call. Just a quick one will do. Ask: "Did you get it? Will you be covering the action? Do you need any more infor-mation?" They're likely to be rude, gruff and unhelpful. But don't be put off. They're paid to be like that.

Make sure that you're ready, if need be, to summarise the story in one or two sentences. The first question the journalists will ask is "What's it all about then?" and her/his attention will wander if you spend more than ten seconds telling them. However rude they are, never fail to be polite and charming: At the very least you'll put them to shame. n

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George Monbiot is an activist and journalist who writes for The Guardian and lives in Oxford, England.

This article was excerpt from a longer article on exploiting the media, reprinted from the Earth First! Journal, P.O. Box 1415, Eugene, OR 97440, USA. Car Busters may run other sections of the article in future issues, but until then we'll send a copy to anyone who requests. Topics include the problems you'll face; our advantages; how to get the press to come to your action (timing, pre-publicity, press releases, coordination...); how to deal with journalists who come to your action; rules and tactics for live interviews; and following up (keeping your contacts, complaints on unfair coverage). Copyright-free for activists; copyright for everyone else. Also see "Chevron CEO Creamed by Pies" (p. 14) for an example of an excellent press release.

TRANSLATION

Traduction • Traduccíon • Übersetzung

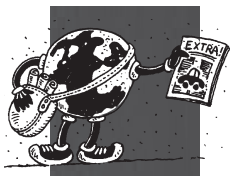
Les communiqués de presse doivent imiter le style et le format des articles de journaux. Il faut toujours y inclure: le nom de l'organisation en haut de la page, les noms et numéros des personnes qu'il est possible de contacter et où il est possible de les joindre pendant au moins les deux jours suivants. Le titre doit attirer l'attention, tout en donnant une idée du contenu du communiqué, et tout cela en huit mots maximum (éviter devinettes, charades et autres jeux de mots compliqués). Le texte doit être court et simple, et donner des indications sur Qui, Quoi, Où, Quand et Pourquoi au fil des deux premiers paragraphes. Il faut toujours partir du principe que les journalistes n'y connaissent rien en ce domaine et ne disposent que de très peu de temps (un long texte les découragera donc certainement!). Faxez les communiqués de presse à autant de média que possible, mais surtout aux journalistes que vous savez être compatissants; passez ensuite un petit coup de fil pour vérifier que le fax a bien été reçu, en étant prêt à résumer l'affaire en une ou deux phrases.

Presseaussendungen sollten Stil und Format eines Artikels nachahmen. Inkludiere immer: den Namen Deiner Organisation am Kopf der Seite, Kontaktpersonen und Telefonnummern, wo man zumindest für die nächsten 2 Tage jedenfalls jemanden erreichen kann. Die Überschrift muß Aufmerksamkeit erregen und erahnen lassen, worum es in der Presseaussendung geht - in nicht mehr als 8 Wörtern. Vermeide mystische oder umständliche Wortspiele. Der Text sollte kurz und einfach gehalten sein und die 5 W (Wer, Was, Wann, Wo und Warum) in den ersten beiden Absätzen enthalten. Geh'davon aus, daß Journalisten keine Ahnung von irgendwas und nur sehr wenig Zeit haben - ein langer Textblock wird sie abschrecken. Fax die Presseaussendung an viele Medienstellen und zusätzlich an Journalisten, von denen Du weißt, daß sie mit Deinen Einstellungen sympathisieren. Telefoniere mit einem schnellen Anruf hinterher, um sicherzustellen, daß sie es auch bekommen haben. Sei vorbereitet, Deine Story in ein oder 2 Sätzen zusammenzufassen.

Las notas de prensa deben remedar el estilo y formato de una noticia. Incluir siempre: el nombre de la organización encabezando la página; nombres y números de contacto, donde los contactos deben estar localizables por lo menos los siguientes dos días. El titular debe llamar la atención y dar una idea de qué va la nota de prensa, en no más de ocho palabras. Evitar el misterio o elaborados juegos de palabras. El texto debe ser corto y simple, e informar sobre: quién, qué, dónde, cuándo y por qué en los dos primeros párrafos. Asumir que los periodistas no tienen ni idea del tema y tienen muy poco tiempo –una gran parrafada les disuadirá. Mandar por fax la nota de prensa a todos los medios que podáis, y a periodistas particulares que sepáis que puedan simpatizar con la causa. A continuación hacer una llamada rapidita para aseguraros que la nota de prensa llegó. Estar preparados para resumir la historia en un par de frases.

World News

Nouvelles du monde • Nachrichten aus aller Welt • Noticias del mundo



Good evening, and welcome to your global news network, coming to you quarterly from our studio in Lyon, France, with your host, Earth Man.

Great Britain

A Car-Free London?

Ever imagined a London without cars? Entrants in the "A Car-Free London?" competition have—coming up with bus bars, suspended cycle decks and a digital network of travel information as possible futures.

The competition, organised by the Architecture Foundation in conjunction with Green Alliance and the Pedestrian Association, aimed to "spark people's imaginations and raise awareness that there is an alternative to the use of cars in cities."

A Car-free [your city here]? Ideas should be contagious. To spark a similar project in your city, try contacting the Architecture Foundation, for ideas and advice: 30 Bury St., London SW1Y 6AU.

Czech Republic

Shifting Power Over the A17

A recently proposed bill could partially transfer control of protected areas from the Ministry of Environment to the Regional Development Ministry. The bill would remove the need for many road construction projects to apply for an exemption to the ban on motorways in protected areas. This is believed to be a reaction to the planned Prague-Dresden motorway's troubles getting an exemption for construction in a protected area.

The area, near the German border, is beautiful and hilly, full of rocky steppes and other ecologically valuable sites. The road would cut this area in two. Decision making over the exemption has taken over three years, with the Ministry of the Environment refusing it in November, and then reversing this decision in February. Czech NGOs however see the campaign as far from over, as do Germans carrying out direct action on their half of the road (see p.12).

Meanwhile NGOs and local authorities in Czech towns and villages are writing letters to their members of parliament, demanding the rejection of the new bill.

- Ales Kutak

Austria/Slovenia

VeloCity '99

April saw the 11th VeloCity bicycle planning conference take place in Graz, Austria, and Maribor ,Slovenia, the furthest east the conference series has been. Almost 500 people, from Australia to Zimbabwe and everywhere in between, gathered, with topics ranging from Danish safe-cycling strategies to transport in rural Africa.

The VeloCity conferences allow for knowledge exchange and informal discussion, not only between traffic planners, but also with politicians, cycling lobbyists and bicycle user groups from around the world.

My impression was that there really are some forward-thinkers in the European Commission, but local politicians a very much behind even public opinion, which wants more to be done for public transport, pedestrians and cyclists, and more restrictions on cars.

A new manual "Cycling: The Way Ahead for Towns and Cities" published by the European Commission, aims to convince mayors to start a pro-cycle policy. It's available in several languages from <Claude.Bochu@dg11.cec.be>.

The phonebook-sized conference proceedings are available from <velocity99@semaco.co.at>, and provide many exciting theories, ideas and data. Next year's event will be VeloMondial 2000, to take place in Amsterdam with a predicted 1,000 participants.

Dieser Artikel ist auf DEUTSCH and more information can be found at <http://www.sokolov.eu.org.zu>.

- Daniel Sokolov

Danes Help Get

Lithuania

"Let's sit and discuss how to build bicycle paths in your country." When Lithuanian cycle activists read Danish Environment Minister Svend Auken's words in a daily newspaper last year, they sent the article off to the minister to ask if the offer was still valid. Within a few days Auken had replied and a joint bicycle promotion project rolled into action.

Danish engineers have now visited Lithuania, and held meetings with officials of the Lithuanian Parliament, Ministry of Environment, Vilnius municipality and cyclist representatives. On May 10 and 11 the two governments jointly organised a seminar discussing the problems for cyclists in Lithuania, and how Denmark can help solve them. Besides bike lanes, the project is also looking at finding a legal basis for bike infrastructure development, cyclists' rights, and allocation of funding.

Eighty-seven percent of people surveyed in Vilnius and 80 percent in Klaipeda say they would not be afraid to cycle five kilometres to work if there were bicycle paths. "Lithuanian bureaucrats are changing when they see the worth the bicycle has in foreign countries," said Saulius Ruzinskas of the Lithuanian Cyclists' Community.

- Feliksas Zemulis, Saulius Ruzinskas (translation)

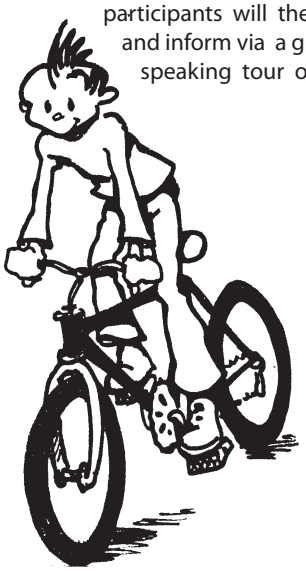
Radicalising the Climate Agenda

Europe

thing needs to be done. At the end of March, 20 young activists from six continents gathered in Amsterdam to discuss climate, the inadequacy of a protocol which strives for a tiny fraction of the emissions cut the International Panel on Climate Change says is necessary, and what the youth movement can do about this.

The results are still emerging, but looking impressive. German student activists who bet their government they could cut participating schools' emissions by eight percent in eight months (instead of the government's eight years) will be working with other groups to run the "Bet" campaign on a European level. To get involved contact <Kathrin.Gutman@bund.net> or fax: +(49) 30-318065-16.

Meanwhile, plotting is underway for activities at the third follow up to the Kyoto Protocol meeting: the 2000 Conference of the Parties. The youth movement will be there, with something to say. Not wanting to leave climate only in the hands of those who attend international meetings, participants will then inspire and inform via a grass-roots speaking tour of Europe.



Columbia

"The day they will start exploiting oil out of our ancestor's grounds, the 5,000 of our ethnic group will commit a collective suicide, as this condemns us anyway to an inescapable death." - Roberto Kubaruwa, official delegate of the U'Wa.

Mass Suicide of the U'Wa?

The U'wa, a native Columbian community, is being threatened by the exploitation of oil on their ancestral lands by Occidental Petroleum and the Columbian government. Shell also had a stake in the project, but recently sold its share to Occidental, apparently fearing more bad publicity.

The amount of oil underneath U'wa territory is estimated to be about that consumed by the U.S. in three months. While this is relatively little, the U.S. is attempting to safeguard its oil supply while reducing reliance on the Middle East, and follows an aggressive foreign policy in this direction.

The March deaths of three US activists in Columbia has raised the profile of the tribe's plight. At a shareholder meeting in April, 13 percent of Occidental shareholders voted in favour of carrying out a risk analysis on the U'Wa project. "In the world of shareholder activism," says Atossa Soltani of Amazon Watch, "a 13 percent vote is a huge victory."

The U'Wa, known as the "thinking people" for holding peaceful relations with surrounding tribes for thousands of years, have maintained their culture by adamantly avoiding contact with white people. They believe oil is the blood of the Earth, and are willing to die rather than see their lands exploited.

- Oilwatch Europe
(P.O. Box 92066, 1090 AB Amsterdam, The Netherlands)

Canada

Goodbye TransMission

TransMission, the bi-annual sustainable transport revue out of Toronto, is ceasing publication after seven years. The members of its editorial collective have been busy with local transport activism, and decided they lack the time and energy to continue the revue. TransMission was founded after the Second International Conference on Auto-Free Cities. It was a primary voice for sustainable transport, and will be missed.

Sowing the Seeds of an

South Africa

African Bike Movement

In January, the Institute for Transportation and Development Policy set up the first "Afribike" centre, putting hundreds of aspiring cyclists on the streets of Johannesburg.

The project gives them access to training, low-cost bikes, tools and load-carrying equipment.

"At this critical stage, post-apartheid South Africa can learn from mistakes we made in the U.S. before they get locked into cars," said Walter Hook, director of the New York-based institute.

A total of 600 used bicycles were collected from donors in the U.S. and Britain and shipped in donated containers to the Afribike centre. The containers now double as storage and workshop space for the bicycle repair courses that run there.

"We aren't just putting cyclists on the road, we're sowing the seeds of a growing African movement towards low-cost, sustainable transport," said Sam Maswangyani, Afribike's master mechanic who commutes 17 km each way to Afribike from his home in Soweto township.

On December 29, Maswanganyi also organised a Critical Mass bike ride with the Soweto Cyclists Association to promote bicycling and raise awareness about the lack of safety on Johannesburg roads. Since then, the monthly rides have attracted ever-increasing numbers of cyclists.

Plans are underway to expand Afribike to three other locations throughout the country, and to make them all full-fledged South African projects with scaled-down foreign involvement. The companies providing in-kind support for the project include Burley Design Cooperative, Park Tool, BYKaboose and Xtracycle International.

Afribike follows on other international initiatives with similar goals, such as Bikes Not Bombs and Pedal for Progress, which are active in Western Africa and Central America.

Mozambique

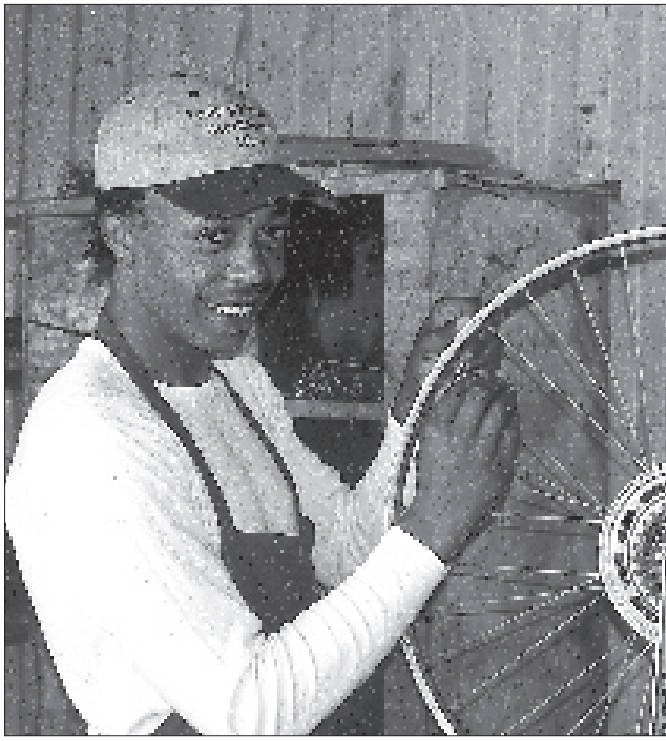
Bikes Save Hours of Walking

A second African project of the Institute for Transportation and Development Policy aims to mobilise rural women who otherwise would spend several hours a day walking, in order to access jobs, education and health care.

Thanks to the recent influx of tools, trailers and fat-tyre bikes that were sent to both Mozambique and South Africa (see above), a new community bike shop in the Southern rural community of Chockwe is helping women ease their transport burden.

The institute has been working in Mozambique since 1991, when the first shipment of 350 used bikes was sent. Such prior efforts seem to have paid off.

"We saw scads of bikes that we sent in previous years being used to meet basic needs," said Karen Overton of the institute, on a recent trip.



Sam Maswangyani, AfriBike's master mechanic.

United States

Parking Cash Out

A simple idea being carried out in the U.S. is reducing the number of people commuting to work by car.

Known as "Parking Cash Out," employees who are receiving free parking are given the option to exchange this privilege for its cash equivalent. The programme gives employees a monetary incentive to find other transport means or share driving, and can even save the employer money, by reducing the number parking spaces they lease.

In some areas city councils have passed legislation forcing employers to give the cash-out option.

For more information, contact the International Council for Local Environment Initiatives, 15 Shattuck Sq., Suite 215, Berkeley, CA 94704, USA; <www.iclei.org/us:cash-out>.

When Cars Burn the Planet

Domenica Settle

The Car and the Climate

C Motor vehicles worldwide are responsible for 48% of excess nitrogen oxides, 30-40% of excess carbon dioxide.
- Worldwatch Institute

C The increase of carbon dioxide emissions in the atmosphere is responsible for around 70% of the increased warming effect of greenhouse gases.
- Greenpeace

C Throughout its lifetime, a typical new car will dump 34 tons of carbon dioxide into the atmosphere.
- Steve Nadis and James MacKenzie, Car Trouble, 1993

C The carbon dioxide emission caused by transport globally has increased from 3.8 million tons in 1950 to 18.3 million tons in 1996.
- Austrian Ministry of Environment

C Cars are responsible for 14 percent of all carbon dioxide from combustion of fossil fuels.
- Greenpeace

C Road transport is the fastest growing source of carbon dioxide.
- Friends of the Earth

C The transport sector is responsible for 50% of global NO_x emissions.
- A SEED Europe

C The heavy-duty engines of vehicles weighing over 8,500 pounds account for 30% of total nitrogen oxide emissions.
- The New York Times

Don't Worry, it's Just the Climate:

The Car and Oil Industry Response to Climate Change

The last decade of the century, and things were looking grim. Climate change was already beginning to take effect, with seven of the centuries ten hottest years landing in the 1990's, and 1998 seeing over 5,000 square kilometres of polar ice shelf calve into icebergs and float away. The human-induced changes threatened to completely upturn the weather patterns of the planet, leaving species struggling to adapt, crops failing and island states disappearing beneath the sea. Governments were rallying together, or at least bickering, on global agreements to cut greenhouse gas emissions. Global environmental collapse can be bad for business, but government restrictions and a loss of consumer confidence can be infinitely worse, at least in the short term. It was time for industry to take action.

The Industry Campaign
Phase 1: Nurturing Doubts

"There is no need for a clear-cut 'victory'…Nurturing public doubts … usually is all that is necessary."

Philip Lesly's words of wisdom in a 1992 Public Relations Review it seems had an eager audience. The first tact used by those campaigning against an international climate agreement was the questioning of the science, or the nurturing of doubt necessary to wilt any public desire for action.

"A matter of scientific debate" claimed Exxon. "Science is being upstaged by the call for solutions" warned Mobil's Washington Post ad. And the Heritage Foundation, a right-wing thinktank funded by Ford, General Motors and Chevron, talked of "unsubstantiated predictions of environmental doom."

Millions of dollars were spent on televisions, newspaper and radio advertising, while front groups sprang up left, right and centre. The year 1989 saw the formation of the now well-exposed Global Climate Coalition, whose members included Chrysler, Ford, General Motors and Exxon. In 1991 the lesser known but equally well-named Information Council on the Environment formed—funded by the US National Coal Association, Western Fuels and the Edison Electric Institute—aiming to "reposition global warming as theory not fact." September 1997 marked the formation of the Global Climate Information Project, whose members include the US National Association of Manufacturers, and whose sponsors have included the Global Climate Coalition and the American Petroleum Institute.

"Expert" scientists appeared in the media, at conference and in front of government panels. Curiously, a handful of names reappeared again and again: Dr. Richard Lindzen, Dr. Patrick Michaels, Dr. Robert Balling Jr., and Dr. S. Fred Singer.

Lindzen works as a consultant to the fossil fuel industry at US$2,500 a day. Michaels speaks at conferences internationally and has appeared before several congressional hearings, including the US House Senate Committee. In 1995 he admitted under oath to having received a total of $167,000 from Western Fuels, the German Coal Mining Association, and Cyprus Minerals. Balling's funding sources have also included Cyprus Minerals and the German Coal Mining Association, as well the British Coal Corporation and the Kuwait Government. Singer heads the Science and Environmental Policy Project, whose funders have included Monsanto, Philip Morris and Texaco. He appeared before the 1995 Congressional ozone depletion hearing in the US, claiming to have published several peer-reviewed papers

on the subject. Congressional staff were later to find that in the last 20 years this had totalled one letter to the editor and two magazine articles, neither of which were peer reviewed. Singer has accepted consulting fees from Exxon, Shell, Arco, Unocal and Sun Oil.

The Coalition for Vehicle Choice—which in 1993 received $293,333 from Ford, $798,334 from General Motors and $1,088,667 from Chrysler according to tax documents—lists Balling, Lindzen and Michaels on its climate web page as "useful resources."

Yet despite a budget that could feed a small Third-World country, industry is gradually losing the science battle. By the Buenos Aires follow up to the Kyoto meeting virtually no one was peddling anti-science arguments, while climate change is taking hold in the public mind as more than just "science fiction". New tacts appear in the industry campaign.

Phase 2: The Economy

"Threatening…the world economy" blustered Amoco's press statement on potential emission regulations. Exxon CEO Lee Raymond urged the World Petroleum Congress to "resist policies that could strangle economic growth." Mobil warned of "grave economic consequences for all nations."

While the predictions were dire, statements such as these turned out to be the less strategic approach. More subtly, the fossil fuel industry provided 80 percent of the funding for the Australian Bureau of Agriculture and Resource Economics' economic modelling on climate change, which was then heavily relied on by the Australian government.

The Kyoto Protocol would lead to "a massive transfer of American

TRANSLATION

Traduction • Traduccíon • Übersetzung

L'évolution du climat semble être déjà perceptible, alors que sept les dix années les plus chaudes du siècle sont survenues depuis 1990. Après le secteur de la production d'énergie, celui des transports est le plus gros émetteur de gaz responsable de l'effet de serre sur la planète, et il constitue la source de CO2 qui progresse le plus vite.

Face au changement de climat, la première réaction de l'industrie a été de se tourner vers la science. Des groupes "marionnettes" tels que la Coalition sur le Climat Global (Global Climate Coalition) ou le Conseil d'Information sur l'Environment (Information Council on the Environment) ont alors été formés, des publicités diffusées et des scientifiques "indépendants" ont fait des déclarations aux média et aux commissions gouvernementales, tout cela avec, bien souvent, des subventions provenant d'industriels.

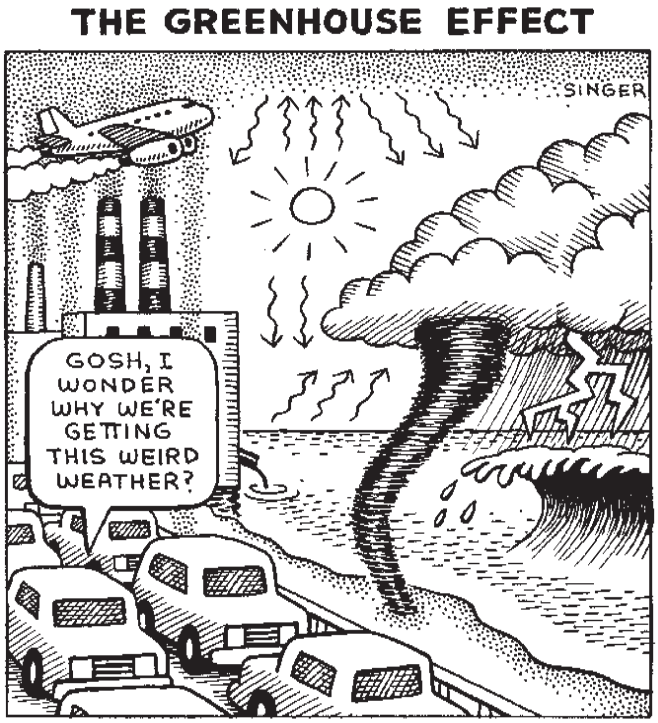
Le public croyant de plus en plus que le climat est en train de changer, la tâche ensuite poursuivie par le secteur de l'industrie a été

Der Klimawechsel scheint sich bereits auszuwirken - mit 7 der 10 heißesten Jahre des Jahrhunderts in den 1990ern. Nach der Energieproduktion ist der Verkehrssektor der größte Emittent von Treibhausgasen und die schnellst-wachsende CO2-Quelle. Die erste Reaktion der Industrie auf den Klimawechsel war, die Wissenschaft in Frage zu stellen. Initiativen wie Global Climate Coalition und ein Umwelt-Informationsrat wurden designed, Anzeigen wurden geschalten und "unabhängige" Wissenschaftler sprachen mit Medien und Regierungen - viele mit Industriefinanzierung.

Trotzdem glaubt die Öffentlichkeit, daß das Klima sich verändert - daher war der nächste Schritt der Industrie, die wirtschaftlichen Kosten der Treibhausgasreduktion herauszustreichen. Die erfolgreichste Kampagne dieser Art war darauf gerichtet, Amerikaner zu überzeugen, daß nur

El cambio climático parece estar ocurriendo ya. Siete de los diez años más calurosos del siglo han transcurrido durante los años noventa. Tras el sector de la producción energética, el sector del transporte es el segundo en emisiones de gases de efecto invernadero, y la fuente de CO2 en más rápido crecimiento. La primera reacción de la industria ante el cambio climático fue cuestionar la ciencia. Se formaron grupos como el Global Climate Coalition (Coalición Global del Clima) e Information Council on the Environment (Consejo de Información Medioambiental), se hicieron anuncios, y científicos "independientes" hicieron declaraciones ante los medios de comunicación y los grupos de trabajo gubernamentales. Muchos financiados por la industria.

A pesar de todo la opinión pública cada



wealth," according to Chrysler chairman Robert Eaton. The Global Climate Information Project predicted "a 50-cent per gallon gasoline tax" and higher prices on everything from "heat to food to clothing" if the agreement is implemented. The most strategic advertising was that aimed at Americans, and particularly their hip pockets. As a newspaper ad partially funded by the Coalition for Vehicle Choice put it: "Americans will pay the price."

It seems this was enough to spark patriotic indignation, or perhaps just the fear that the First World would have to face up to consumption levels which aren't ecologically sustainable, let alone fair. In July 1997 the US Senate voted 95 to 0 against ratifying an international agreement which exempted developing countries or could hurt the US economy.

Yet by the end of 1998, Shell had joined BP in pulling out of the Global Climate Coalition. Indicating that even economic arguments were failing to stop the protocol—or at least that there were potential profits in being "green." Industry is now split, with it seems a increasing number of corporations deciding to work within, rather than against, the Kyoto Protocol.

Phase 3: Being Green

"Ford continues to make its gasoline and diesel engines more efficient, reducing the amount of CO2 produced", Ford's website proudly states. Ford, unsurprisingly, is not questioning whether increasing efficiency can compete with increasing numbers of cars on the road. Yet by even implying that reducing emissions is a good thing it undermines groups such as the Global Climate Coalition, which still argue that "there is no scientific certainty" that human-induced climate change even exists.

A number of corporations have now committed to reducing their own production emissions. Others go further. The Pew Center on Global Climate Change is an industry front group just as much as the Information Council for the Environment is, and has members including Toyota, BP Amoco and Shell. Yet Pew argues that "the nations of the world must take concrete steps to reduce greenhouse gas emissions." Similar positions have been taken by the European Round Table of Industrialists (who came up with the idea for the Trans-European Networks road schemes) and the World Business Council on Sustainable Development.

Industry isn't necessarily anti-climate, it's just pro-profit. Which often equals the same thing. While the pro-protocol position may be due to the sudden arrival of the corporate environmental conscience, it's worth pointing out that the Kyoto agreement, if played right, can be profitable.

"Flex Mex," jargon for flexible mechanisms, are the tools built into the protocol to make emission reduction targets easier to reach. They are the interface which allows an environmental treaty to become an economic treaty, and causes industry to prick up its ears.

Under flex mex, governments or

companies can invest in developments in other countries which are "cleaner" than that country could otherwise afford, and count it as their own emission reduction. This appeals to industry, as it can effectively act as a subsidy for projects planned anyway. However internal World Bank documents have revealed plans to fund deliberately inefficient projects, improve the efficiency, and sell the "captured" emissions to wealthy countries.

Flex mex also allow for the trading of any of a country's pollution quota it hasn't already used, which is expected to create a multi-billion-dollar market. Trading is worrying, particularly in the case of Russia and the Ukraine, as they are already emitting less than their quota, meaning their unemitted gases would otherwise probably not be emitted at all.

What makes flex mex particularly appealing, to a company that accepts that some kind of protocol is inevitable, is that they are by very definition market mechanisms. Should, for example, a Ford factory's emissions be too high, Ford can choose either to cut emissions or buy someone else's "unemitted gases", whichever is cheaper. Not only is the pressure taken off industrialised countries to deal with their own emissions, but "profit," rather than "reducing emissions" can safely remain as Ford's primary objective. Whether the current global-trade model can even continue while creating the 60 to 80 percent emissions cut the International Panel on Climate Change says we need, is not a issue governments have chosen to discuss.

Very few of the details of flexible mechanisms have been decided, all scheduled for future international climate meetings. "So up until then, many behind-the-scenes events are to be expected," says one climate activist.

Of course corporate lobbying on the details of the protocol is likely to get more successful if it's coming from companies that have already acknowledged that a protocol at all is worthwhile.

The Future

The Car Busters crystal ball has been temporarily misplaced, leaving the future merely guesswork. As the science argument was lost by industry, so it seems will be the argument that any international protocol will just cost too much. How strong the protocol should be, however, is still free for all to argue. The future may well see industry increasingly appearing skimpily clad in green. "Emission reductions are important," the emerging message, "but fortunately with our emission trading and reductions everywhere but here, plus our all-new 'environmentally friendly' cars and fuels, you can keep happily consuming." That everyone on the planet can obviously not consume to this level poses a slight ethical problem. But lets not get overly caught up with ethics when we're talking short term economic growth. n

Groups with Active Climate Campaigns

Korean Ecological Youth
DaeSung BL 502
11-20 Shillim-bon-dong
KwanAk-ku Seoul
Korea
tel: +82-2-873-1768
fax: +82-2-507-3004
< antinuke@jinbo.net>
<www.jinbo.net/~antinuke/>

BUNDjugend
Jagowstr. 12
10555 Berlin-Moabit
Tel. (03) 0392 82 80
Fax. (03) 0392 79 97
email: bundjungen.berlin@bund.net
<bundjungen.berlin@bund.net>

The (Nameless)
Youth Action Network
See page 18, and contact Car Busters to get involved.

Greenpeace International
Keizersgracht 176
1016 DW Amsterdam
Netherlands
Tel. +31 20 523 6222
Fax. +31 20 523 6200
<khamilton@ams.greanpeace.org>
<www,greenpeace.org>

Climate Network Europe
44 rue du Taciturne
1000 Brussels
Belgium
Tel. 32 2 231 01 80
Fax. 32 2 230 5713
canron@gn.apc.org

TRANSLATION

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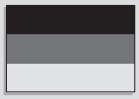
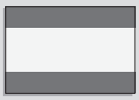
de se préoccuper des coûts de la réduction des émissions. La campagne qui a eu le plus de succès avait pour but de faire croire aux Américains qu'ils allaient seuls supporter les coûts résultant des accords, par un coût de la vie plus élevé.

Une division est en cours, avec des corporations comme BP ou Shell qui ont commencé à se montrer désormais favorables aux accords de Kyoto. Ceci permet aux corporations d'obtenir une influence accrue sur le contenu de ces accords, dont la plus grande partie n'a pas encore été convenue, et de faire pencher la balance en faveur de processus flexibles, qui sont avantageux économiquement, plus qu'écologiquement. Il semblerait que la tendance actuelle du secteur industriel serait de faire campagne sur les détails plutôt que sur l'existence même des accords, bénéficiant ainsi d'une image "écolo" soutenant les accords face au public. Et tout en admettant qu'il y a des problèmes de dépendance des énergies fossiles, des corporations comme Shell et BP continuent à dépenser des millions de dollars à prospecter pour trouver de nouvelles réserves de pétrole. n



sie die Umstellungskosten durch höhere Lebenshaltung-skosten zu tragen hätten.

Jetzt gibt es eine Spaltung in der Industrie, Unternehmen wie BP und Shell haben begonnen für das Kyoto Protokoll zu werben. Das erlaubt diesen Unternehmen mehr Einfluß auf den Inhalt des Protokolls auszuüben (vieles ist noch nicht entschieden) - flexible Mechanismen, die mehr der Wirtschaft als der Umwelt helfen, sind deren Ziel. Es scheint daß der Trend dahingeht, daß die Industrie ihre Kampagnen auf Details des Kyoto Protokolls konzentriert (und nicht auf dessen Existenz überhaupt), um von einem "grünen" Image in der Öffentlichkeit zu profitieren. Obwohl sie die mit der Abhängigkeit von fossilen Treibstoffen einhergehenden Probleme zugeben, geben Unternehmen wie Shell und BP Millionen Dollar auf der Suche nach neuen Ölreserven aus. n



vez tiene más conciencia de que el clima está cambiando, así que el siguiente movimiento táctico de la industria fue centrarse en los costes económicos de la limitación de emisiones. La campaña más exitosa fue la dirigida a la opinión pública americana para convencerla de que le correspondería a ella pagar el coste total de la aplicación del Protocolo, a expensas de una elevación del coste de la vida.

Ahora se ha producido una ruptura en la industria, ya que multinacionales como BP y Shell se han puesto del lado, en lugar de en contra, del Protocolo de Kyoto. Esto permite a las empresas tener una mayor influencia en los contenidos del protocolo (gran parte de los cuales no están definidos todavía), como por ejemplo los mecanismos de flexibilidad (el comercio de emisiones) que tienen el potencial de ser beneficiosos desde un punto de vista económico más que ambiental. Parece que la tendencia actual de la industria es pelear los detalles, más que la existencia misma del Protocolo de Kyoto, y así beneficiarse de paso de una imagen pública "verde" a favor del Protocolo. Así, a pesar de admitir los problemas de la dependencia de los combustibles fósiles, corporaciones como Shell y BP continúan gastando millones en buscar nuevos yacimientos de petroleo. n

"Towards Car-Free Cities"

October 20-25, 1999
Krakow, Warsaw

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Two years ago, 65 activists from 21 countries gathered for a week at the first Towards Car-Free Cities conference in Lyon, France. They learned from each other's knowledge, experience and culture. They staged actions and launched projects such as Car Busters. Above all, they formed ties that continue to this day.

Two years later, the focus turns to Eastern Europe, where car culture imposed by the West is rapidly taking root. At the same time, knowledge and experience across the East remains concentrated in a few groups and nations. Towards Car-Free Cities II will strive to build a stronger Eastern movement and reverse these trends.

It is hoped that a year-end international day of action, with events in capitals across Europe, will make the point that the East is being forced to follow the mistakes of the West.

Western participation will be valuable, as the West has learned the lessons of car culture the hard way. And Eastern participation will be essential, as it is Easterners who understand Eastern countries, and can change them. The conference will share these lessons and experiences, and—through media and speaking trainings—put them in a form effective for changing Eastern public opinion.

The conference will unite 100 activists from across Europe (2/3 from the East, 1/3 from the West).

Planning meetings will take place in the middle week of the Ecotopia Gathering in Romania (see announcement, p. 28). Participation is urgently needed! Knowledge about the conference is not needed, just interest. Exact places and times for the meetings will be announced at the gathering. Otherwise, those unfortunate enough to have computers can join the "Traffic" listserve and discuss it electronically: send the message "subscribe traffic" to <majordomo@eyfa.org>.

Green Federation Krakow, the conference host, is one of 20 independent groups across Poland united in the Green Federation network. The Krakow group focusses on green space, car and aviation issues. The Warsaw group has organised bike-lane paintings, Critical Mass bike rides and at press time is staging an international action during the European Ministers of Transport meeting.

Participant Application Form

o We wish to attend the conference with ___ person(s)

o I will not attend, but please send me information on what happens.
o I wish to organise the following activity (workshop, presentation, training...)

o ...therefore I/we need the following technical equipment...

o Hurra, I/we always wanted to be part of a task group helping to run a conference (facilitation, translation, contributions to the cultural programme, action-preparation, press-group)! Here (or attached) are my preferences:

o I will send you a couple hundred words about what I and my group are doing, to be distributed to participants

?!?

English: o reading/writing o speaking o I can't even understand this form.
Polish: o reading/writing o speaking

Practicalities:
o I/ we absolutely need partial reimbursement of travel expenses
o I'm finding my own accommodations.
o I need accommodations from_____until_____ .
o Here's _____ (donation) to help organise the conference.
à I have the following dietary quirks: o I'm a vegan. o I will only eat food grown within 35 km of Krakow. o I'm allergic to _____ .

Organisation:
Name: Group (if any):
Address: E-mail:
Phone: Fax:

o I need a visa; please help me get one!
Date of birth: Place of birth:
Nationality: Passport No.:
Valid until: Date and place issued:

Interested? Apply now (numbers are limited, priority given to Easterners), 31-014 Krakow, ul. Slawkowska 12; tel/fax: +12/422-2264 <gosia@fz.most.org.pl>.

Conference Organisers:

à Federacja Zielonych - Green Federation Krakow (Poland)
à Magyar Kozledesi Klub - Hungarian Traffic Club
à Tinerii Prieteni Ai Naturii - Young Nature Friends (Romania)
à A SEED Europe
à Eesti Roheline Liikumine - Estonian Green Movement
à Slobodna Alternativa - Free Alternative (Slovakia)
à Program Energetickych Uspor - Energy Efficiency Programme (Czech Republic)
à European Youth For Action
à Car Busters (France)

" The air strikes against Yugoslavia were supposed to stop the Milosevic war machine. The ultimate goal is ostensibly to support the people of Kosovo, as well as those of Serbia, who are equally victims of the Milosevic regime. In fact the bombing has jeopardised the lives of 10.5 million people and unleashed an attack on the fledgling forces of democracy in Kosovo and Serbia. It has undermined the work of reformists in Montenegro and the Serbian entity of Bosnia-Herzegovina and their efforts to promote peace. The bombing of Yugoslavia demonstrates the political impotence of U.S. President Bill Clinton and the Western alliance in averting a human catastrophe in Kosovo...Each missile that hits the ground exacerbates the humanitarian disaster that NATO is supposed to be preventing. "

- Veran Matic, Editor in Chief,
Radio B92, Belgrade, Yugoslavia

Kosovo: Humanitarian Effort or Neo-Colonialism?

Car Busters would like to be excused for temporarily diverging into a topic which is not directly relevant to transport, though relevant to anyone who happens to be human.

If you still believe that bombing Serbia is the solution to the Balkan problems, take a look at the recent history of U.S. bombings. In 1986, the U.S. bombed Libya, saying Moamar Quadafi was a modern-day Hitler. Fourteen years later, Quadafi is still in power, and, as before, posing no threat to surrounding nations or the U.S. Since 1991, the U.S. has also been bombing Iraq. Saddam Hussein is still in power, but over one million Iraqis have died, due to U.S. sanctions and the war itself. Similarly, when you look at the long list of 22 military actions and wars instigated by the U.S. in the 54 years since the Second World War, exactly zero lead to a democratic government respectful of human rights.

If humanitarian motives guided U.S. and NATO military actions, then they would have intervened long ago to stop the atrocities committed by NATO member Turkey against the Kurds, atrocities which make Serbia's treatment of the Albanians pale by comparison. Or when one million Rwandans were systematically slaughtered in a hundred days, Clinton would have at least raised a finger. Add Indonesia's U.S.-financed atrocities against the East Timorese and Nigeria's killings of the Ijaws (see p. 15) to a long list of horrific examples.

So today, when United Nations estimates say U.S. sanctions kill 5,000 Iraqis a month, should we believe NATO's humanitarian pretext for the Serbian war? Well, we were told that Serbia's refusal to sign the Rambouillet Accord left NATO with no choice but to bomb. But was Serbia unreasonable to refuse to sign? What exactly did the accord say? It turns out the accord was based on the Dayton Peace Accords, which established Bosnia as a NATO colony, with an explicitly non-Bosnian High Representative appointing the commander of the occupying forces, the first governor of the Central Bosnian Bank appointed by the International Monetary Fund, and the European Bank for Reconstruction and Development—known for imposing the Reaganite neo-liberal economic model and thus the Trans-European Networks highway schemes on Europe—controlling the "restructuring" of the public sector. So this is basically what Rambouillet proposed for Kosovo, yet the Western media implied Milosevic was stubborn and unreasonable for refusing to sign.

Since 1992, Western powers have consistently backed politicians stirring up national hatred—like Serbia's Milosevic and Croatia's Tudjeman—against those trying to keep Yugoslavia united. This laid the groundwork for Yugoslavia's disintegration. It was within this context of nationalist hatred fuelled by the Western superpowers in which Milosevic grabbed power for himself in Serbia—and laid the basis for war, ethnic cleansing and genocide in Bosnia and, now, Kosovo.

"Through their domination of the global financial system, the Western powers helped bring the Yugoslav economy to its knees and stirred its simmering ethnic and social conflict," as Dr. Michel Choussudovsky wrote in the spring 1996 issue of Covert Action. "As the world focusses on troop movements and cease-fires [then in Bosnia], the international financial institutions are busily collecting former Yugoslavia's external debt from its remnant states, while transforming the Balkans into a safehaven for free enterprise."

As soon as a last-ditch British negotiation attempt unsurprisingly failed to achieve the unwarranted signature, the bombs began to shower over Serbia on March 24, and just as in Iraq, they haven't been anywhere near as accurate and sparing of civilians as we are lead to believe. Each cluster bomb being dropped from an RAF Harrier jets, for instance, spreads 147 small bombs over an area of up to 100 acres. Many do not explode, creating unregulated minefields wherever they are dropped. These aren't just your average deadly bombs. Many are backed up with depleted uranium that will continue to cause environmental and health problems long after Milosevic is gone.

Amidst the NATO bombings, the plight of Kosovan Albanians is now worse than ever, and many Serbians—including former Milosevic opponents—see no choice but to join the Serbian defence effort. For less than a tenth of the cost of one bomber, NATO could have supported what is left of the democratic opposition in Serbia. NATO could have prepared and adequately supplied refugee camps for those fleeing Kosovo. But of course, it did neither—because it's concerned with global power struggles, not the plight of their victims. n - RG

Further reading:
- The Death of Yugoslavia, by Laura Silber and Alan Little
- Kosovo: A Short History, by Noel Malcolm.
- Many more essays can be found on the Znet website: <www.zmag.org/ZMag/kosovo/htm>.

Studies & Reports

Rapports • Berichte • Reportes

You don't need to have a PhD to find out about what the PhDs are doing... Car Buster guarantees 100% non-academic language in this section—or your money back.

World on the Edge of Environmental Revolution

Growing signs indicate that the world may be on the edge of an environmental revolution comparable to the political revolution that swept Eastern Europe, according to Lester Brown, president of the respected Worldwatch Institute. This global revolution could lead to an environmentally driven restructuring of the global economy, Brown believes.

For those not already convinced of the need to replace the Western, fossil-fuel-based, automobile-centred, throw-away economy with an environmentally sustainable economy, what is happening as China modernises offers compelling new evidence. For example, a car in every garage in China, American-style, would not only deprive China of scarce cropland, but would also drive China's oil consumption to some 80 million barrels a day, well above the current world production of 67 million barrels per day. Brown argues for an alternative economy, powered not by fossil fuels, but by solar energy and hydrogen. Urban transport systems will be centred around tram (light rail) systems augmented by bicycles and walking.

"Twenty years ago when we first outlined this new model at the Institute, it was seen as pie-in-the-sky," said Brown. "Now that view is changing".

The full article, from the March/April issue of World Watch magazine is available at <www.worldwatch.org/titles/twwmag.html>.

- Worldwatch Institute

Where Rubber Meets Road

Add sexually transmitted diseases to the evils that highways spread. A study investigating a syphilis epidemic that peaked in 1990 found that 11 North Carolina (U.S.) counties bordering the Interstate 95 motorway had syphilis rates twice those of other counties in the state. Researchers said this was the first interstate transport-related STD study in the U.S. Similar studies have found links between highways and the HIV/AIDS epidemic.

- American Journal of Public Health, via Transportation Alternatives

Sprawl Linked to Aggressive Driving

A study released March 8 by Surface Transportation Policy Project shows that the risk of dying in an aggressive-driving crash is highest in places with few travel choices and uncontrolled sprawl. Places with lower aggressive-driving death rates tend to be older, more walkable areas with more non-car transport options.

Places with more miles of highway per person have significantly higher aggressive driving death rates. States with the most aggressive driving deaths have more than twice as many lane-miles per person as those with the fewest fatal crashes.

"Aggressive driving is another sign that the way we're building our communities is degrading our quality of life," said Roy Kienitz, executive director of the Washington-based group. "The endless strip malls and high-speed roads we're building seem to be a breeding ground for aggressive driving."

To order the report for $15, call STPP at +(202) 466-2636. To read the report on the Web, see <www.transact.org>.

- Tri-State Transp. Campaign

Aggressive Drivers Cause Most Pedestrian Deaths

Driver carelessness and aggressiveness cause up to nine of every ten pedestrian deaths in New York City, according to a March 19 report by Right of Way, a pedestrian rights group.

In "Killed by Automobile," the 64-page report, Right of Way tallies the police reports for 1,000 fatal accidents, covering 1994 to 1997 (the most recent four years available). The result is the first serious investigation of how cars kill pedestrians and cyclists in New York.

The findings:

• Drivers are at fault in nearly 90 percent of pedestrian and cyclist deaths.

• Cars kill more than twice as many elderly New Yorkers as do murderers.

• In over 90 percent of pedestrian fatalities, the driver is male.

• Cars kill 250 pedestrians a year in New York City, including 12 on sidewalks (pavements).

• The most frequent cause is a turning vehicle in a crosswalk hitting a pedestrian, followed by speeding and driving through a red light or stop sign.

• Drunken driving was found to be present in fewer than four percent of pedestrian fatalities, despite being Mayor Guilliani's latest target.

For an electronic version of the report, see <www.cars-suck.org>. For a paper copy, send $7.50 ($10 overseas; all funds must be U.S.) payable to Right Of Way, 305 Broadway, Room 402, New York, NY 10007, USA.

- Charles Komanoff

Tyre Pollution Causing Death

Yet another reason why cars run on alternative fuel sources would not solve all our problems:

Car tyres are the main source of a notorious air pollutant that kills thousands every year, according to a report produced for the Swedish National Chemicals Inspectorate.

The report reveals that wear and tear on tyres releases tiny airborne particles called PM10s, which may cause cancer. Scientists also blame PM10s for 10,000 premature deaths in Britain each year from lung and heart disease.

- New Scientist

Commute More Than Just a Drive Home

A new study by Nancy McGuckin, a travel behaviour consultant to the Federal Highway Administration, found that nearly two-thrids of female commuters make at least one stop on the way home, and more than one-quarter stop at least twice. Fewer than half of male commuters stop at all.

- The Roanoke Times

"Car-Free" Cities: Rhetoric vs. Reality

Cities in the European Union's Car-Free Cities Network have failed to match their rhetoric with concrete measures to reduce car use, according to a paper by Catherine McKenzie in the current issue of World Transport Policy and Practice (Vol. 5, No. 1, 1999).

The paper suggests that "even in municipalities actively claiming to be pursuing a 'green' agenda, only a very conservative interpretation of sustainable development is being implemented."

Based on extensive on-the-ground examination of 13 cities—all either members of the Car-Free Cities Network or the Ålborg Charter on Sustainable Cities and Towns—McKenzie found that "few cities were prepared to take existing space away from cars…A number of cities had also succumbed to development pressures and had gone against relevant guidance in order to attract prestigious development."

"Because most of the cities' primary motivation was to improve economic opportunities in the inner historic or commercial core, it was in these areas that most of the car-restraint measures were being implemented," McKenzie noted. "Whilst some cities claimed to be concerned with improving envir-onmental quality for both inhabitants and users of the inner city, others were quite explicit in their desire to expand shopping or tourism."

Not one of the cities was actually reducing the overall number of parking spaces in the city. Instead, "many were embarking on ambitious construction programmes to provide new car parks along the inner and outer rings of the city, with little or no recognition of the environmental impact" of such traffic displacement.

Nine of the 13 cities studied were committed to road construction projects aimed at expanding the existing urban and regional network.

"With the exception of Freiburg there were no commitments to base transport policy more on social rather than economic need."

Evidence suggests that a number of these policies were likely to increase inequality, for example through traffic displacement to poorer, residential districts and the building of new car parks there.

Only four of the 13 cities believed that a lack of political will was holding them back from car-free policies. Nine cities believed that opposition from business interests was a principal reason why policies had not progressed further. And despite strong correlations between cities with widespread car restrictions and cities with healthy economies (see this page in Car Busters #2), all 13 cities believed that further car restrictions would damage the local economy.

"Seven of the cities felt that their policies were being undermined by national or European Union transport policies which they believed were further encouraging traffic growth," McKenzie wrote. n

World Transport Policy and Practice can be contacted at Eco-Logica Ltd., 53 Derwent Rd., Lancaster, LA1 3ES, U.K.; e-mail: <j.whitelegg@lancaster.ac.uk>

Traduction • Traduccíon • Übersetzung

Del 20 al 25 de octubre, 100 personas se encontraran en Cracovia, Polonia para atacar el desarroollo de la cultura atomovilistica, la expansión del tráfico, el aumento de la contrucción de carreteras, la reucción de transportes en común por toda Europa del Este. En ésta conferecia los participantes de toda Europa intercambiaràn ideas, capacidades y sus conocimientos. Las lecciones del Oeste serán compartidas, no solamente su "cultura" de acomodo al automóuil, sino también las tentativas para la restricción y como podrán ser llevadas a cabo en el Este. Serán abordados loa temas siguientes: como utilizar los medios informativos, como hablar en público, la búsqueda de información, las reúniones, la organización de campañas, las estrategias y técnicas de acción directa. La condición requerida para participar es de se sentir concernido por el problema automouilístico dentro de tu ciudad. Esperamos que nuestra conferencia será seguida de una Jornada Internacional de Acción, con acontecimientos dentro de todas las cpitales de Europa, y que una voz unificada se levantará contra la imposición de la cultura automotriz en el Este. Idiomas de trabajo: principalmente inglés y polaco.

¿Preguntas? Pónte en contacto con Car Busters. Las realizaciones de la organización son enuìadas en el boletín o consulta los anteriores boletines en <www.antenna.nl/eyfa/cb>. Finalmente en seruìdur de discusión esta en Internet, es utilizado para organizar el acontecìmìento. Para contactar envia un mensaje incluyendo "subscribe traffic" a <majordomo@eyfa.org>.

Vom 20. bis 25. Oktober werden sich an die hundert Leute in Krakau (Polen) treffen, um sich der Zunahme von Autokultur, Verkehr und Autobahnbau, sowie der Reduzierung des öffentlichen Verkehrs in Osteuropa zu widmen. Auf dieser Konferenz werden die TeilnehmerInnen aus ganz Europa Ideen, Fähigkeiten und Wissen austauschen. Die Lehren aus dem Westen werden vermittelt, nicht nur die "Kultur" der Anpassung an das Auto, sondern auch die Bemhüngen, es einzuschränken und wie diese im Osten realisiert werden können. Folgende Themen werden behandelt: Medien und Rhetoriktraining; Infosuche; Lobby; Organisation von Kampagnien; Strategien und Praktiken direkter Aktion. Die einzige Voraussetzung, um an der Konferenz teilzunehmen, ist ein Bewusstsein für autoverursachte Probleme in Eurer Stadt. Wir hoffen, dass die Konferenz in einen Internationalen Aktionstag mit Ereignissen in vielen europäischen Hauptstädten und einer geeinten Botschaft gegen die Durchsetzung der Autokultur im Osten münden wird. Die Arbeitssprachen werden grösstenteils englisch und polnisch sein.

Noch Fragen? Setzt Euch mit Car Busters in Verbindung. Das jeweils aktualisierte vorlaeufige Programm erscheint im monatlichen e-mail Bericht von Car Busters. Kontaktiert Car Busters, um diesen Monatsbericht zu erhalten oder schaut alte Nummern auf der web-site <www.antenna.nl/eyfa/cb> an. Ausserdem wird ein chat-forum benutzt, um das Ereignis vorzubereiten. Um sich daran zu beteiligen, sendet eine Nachricht mit dem Kennwort "subscribe traffic" an <majordomo@eyfa.org>.

Du 20 au 25 octobre, cent personnes vont se rencontrer à Cracovie, en Pologne, pour s'attaquer au développment de la culture automobile, à l'expansion du trafic, à l'augmentation de la construction d'autoroutes, à la réduction des transports en communs partout en Europe de l'est. A cette conférence, des participants de toute l'Europe échangeront des idées, des compétences et leurs connaissances. Les leçons de l'Ouest seront partagés, non seulement sa "culture" d'accomodation à la voiture mais aussi ses tentatives pour la restreindre, et comment elles peuvent être réalisées à l'Est. Les thèmes suivants seront abordés : comment utiliser les médias, comment parler en public , la recherche d'information, le lobbying, l'organisation des campagnes, les statégies et techniques d'action direct. La condition requise pour participer est de se sentir concerné par le problème des bagnoles dans votre ville. Nous espérons que cette conférence sera suivi d'une Journée Internationale d'Action, avec des événements dans toutes les capitales d'Europe et qu'une voix unifiée s'élèvera contre l'imposition de la culture automobile à l'Est. Langues de travail: principalement anglais et polonais.

Questions? Contactez Car Busters. Des mises à jours de l'organisation de la conférence sont envoyés dans le bulletin mensuel de Car Busters. Contactez Car Busters pour recevoir le bulletin, ou regardez des anciens bulletins à <www.antenna.nl/eyfa/cb>. Finalement, un serveur de discussion sur Internet est utilisé pour organiser l'événement. Pour joindre, envoyez un message incluant "subscribe traffic" à <majordomo@eyfa.org>.

Announcements

Annonces • Anzeigen • Anuncios

Have something to announce to the rest of the car-free movement? Send it in by August 15 for the autumn issue. Believe it or not, it will cost you nothing. No marriages or births, please.

Three Weeks of Ecotopic Bliss

Hundreds of environmental activists from all over Europe will come together at the Ecotopia gathering from August 1 to 21 near Timisoara, Romania.

The annual gathering of European Youth for Action involves workshops and discussion on every aspect of environmentalism, plus a bit of lying around in the sun and, this year, probably the best view of the solar eclipse on the planet.

Register by June 14. The cost is 15 Ecos per day, including food and camping. If you show up without registering, the fee becomes 20 Ecos per day. And if you arrange to present a workshop, you get a day's free participation. See page 31 for information on Ecos.

There will be Towards Car-Free Cities II conference planning meetings happening during the middle week—transport activists desperately needed.

For more information, see <www.banat.ro/tpn/index.htm>, contact <ecotopia@banat.ro> or Car Busters.

The Schnews Survival Guide

Genetic crop sites get a good kicking; streets reclaimed all over the world; docks occupied in protest to death at work; protestors trying to put a spanner in the works over multinational plans for world domination...

Justice? in Brighton, who produce SchNEWS, the U.K.'s weekly direct action newsletter, published their fourth book on May 19.

The guide comprises issues 151 to 200 plus photos, cartoons and other articles to help you to party, protest and survive into the new millennium. Also included is a comprehensive database of over 500 grassroots organisations.

To order, send a cheque for £6 and a stamped, self-addressed envelope (postage is 93p within the U.K.) to Justice?, P.O. Box 2600, Brighton BN2 2DX, U.K. Or get the Survival Guide with Schnews' three previous books for just £14 including U.K. postage.

Don't Forget Bike Summer

July and August, San Francisco: art exhibitions, daily rides, camping trips, strategy workshops, street theatre, pushing for sustainable transport. Be there.

Telephone: +1(415)431-BIKE; <www.sfbike.org/bikesummer/>.

Car Dependence Sourcebook

This newly-released book contains extensive primary and standardised land use, transport, energy, economic and environmental data on 46 cities around the world, including detailed maps. It also provides a comparative analysis of car dependence in different types of cities, 1980 to 1990 trends in key land use and transport features, and some policy implications which impact on reducing car dependence.

"An International Sourcebook of Automobile Dependence in Cities 1960-1990," by Jeff Kenworthy and Felix Laube, is available from University Press of Colorado; fax: +1-(303)-530-5306; or e-mail Darrin Pratt <prattd@stripe.Colorado.EDU>.

Public Transport Atlas of Germany

A public transport atlas of Germany, with maps showing all rail, bus and tram links, has been created by the Verkersclub Deutschland. It includes frequency of services, transfer times, information on car-sharing, and all useful public transport phone numbers and internet sites.

Available for 19,80 DM plus 5 DM postage from VCD, Postfach 170160, 53027 Bonn; fax: (49) 0228/985 8510.

Nordic Activists Needed

An August activist-camp in Sweden will gather activists from different grassroots movements in the nordic countries to exchange ideas, information and experiences and plan future cooperation. The forum for this will be workshops and someone with experience in working with transport in some nordic country is needed to lead a workshop. Contact Jonas Forsberg at <xjonasx@hotmail.com>, or Car Busters, if you are interested or have any questions about it or the camp.

Rollerskating on the Highway

July 27, somewhere in the western Netherlands. Like in 1973.

Contact <groenfr@dds.nl> or Car Busters. Web site: <http://groenfr.huizen.dds.nl>.

Bust-

Announcements

Seeking Insulting Criticism

Enthusiastic praise also welcomed, but Car Busters is in need of feedback. Locked away in our little office, we don't hear so much about what people think of the magazine, e-mail bulletin and resource centre. What's working? What could be better? What do you want to read? What resources would you like? Feel free to flood us with thoughts, criticism and sage advice.

Seeking Translators

With Sina Arnold from Germany and Anya Anglina from Russia joining the team, we'll soon be doing more translation and outreach in those countries. But people that can translate into any language are always needed, especially Eastern European languages. Please contact us if you can do either occasional small translations, or more.

Towards Car-free Cities II

Car Busters is organising the second Towards Car-free Cities conference in conjunction with a number of Eastern European groups. If you would like to participate in the August planning meeting, join the e-mail organising list, translate and/or distribute the outreach statement or register to be a participant, see page 24 and contact Car Busters.

Wanted: Office Slaves

Assuming our fundraising doesn't fall flat, Car Busters will be seeking two new office members for November. Hanging out in the dense, old heart of Lyon, eating croissants and editing this magazine—what a life! For the year-long positions you must be under 27, and have an EU passport, some activism/NGO experience and some good cassettes to add to our dismal office collection. Preferable but not necessary is fluency in French (and many other languages!), magazine experience and being a nice person.

Send questions and resumé to Car Busters before September 30.

Cars Kill More Trees

People work tirelessly to protect forests from logging. For good reason. But climate change will mean drastic changes in the conditions that species have spent thousands of years adapting to. Forests will be left struggling to adapt, or migrate.

The only problem: Trees can't run. A quarter of our forests will fry from global warming by 2100 [1], unless we take drastic steps to reduce greenhouse gas emissions.

Save the forests. Kill the car.

CAR Bus-

[1] according to 1998 calculations by researchers from the Tokyo Technological Institute and the (Japanese) National Ecological Research Institute, based on the International Panel on Climate Change prediction of a two-degree centigrade rise in average global temperature by 2100. If temperatures rise 3.5 degrees, the researchers calculate that 43 percent of the world's forests would die.

Car-Free?

If you've junked the car, you need all the help and advice you can get.

A to B is the only magazine in the world specialising in the alternatives - electric bikes, train-friendly folding bikes, trailers and luggage. Published every six months, the magazine is available through bike shops, or by subscription.

£10 (United Kingdom), £15.50 or US$26 (airmail), £12 or US$20 (surface mail)

Please make cheques payable to:
A to B, 19 West Park, Castle Cary, Somerset BA7 7DB, England

What Car Advertisers Spend

Unlike the advertisers in Car Busters, who barter rather than actually spending anything, the automobile industry hasn't been so frugal...

Money spent on advertising in the U.K., January to September, 1997:

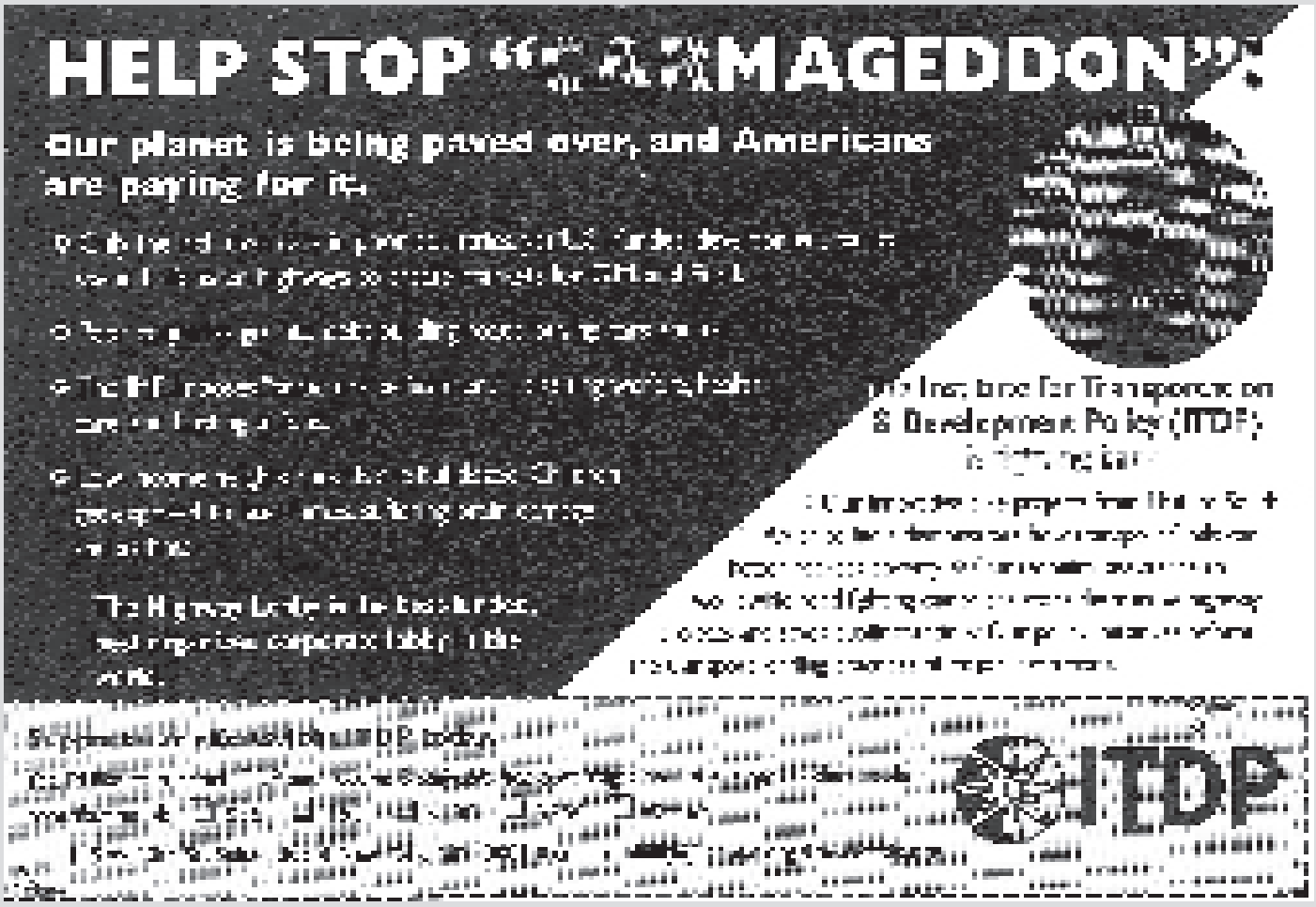
Ford Motor Co.		£72,274,220
Vauxhall Motors		£58,368,959
Rover Group	£44,545,069	
Nissan G.B.	£38,152,986	
Audi U.K.		£13,443,766
Saab G.B.	£9,340,473	
BMW G.B.	£8,002,591	

Three of the 10 biggest advertising spenders in the U.S. in 1997 were car manufacturers:

General Motors	$3,087,000*
Chrysler Corp.	$1,532,000
Ford Motor Co.	$1,281,000

*equivalent to $655 per car sold

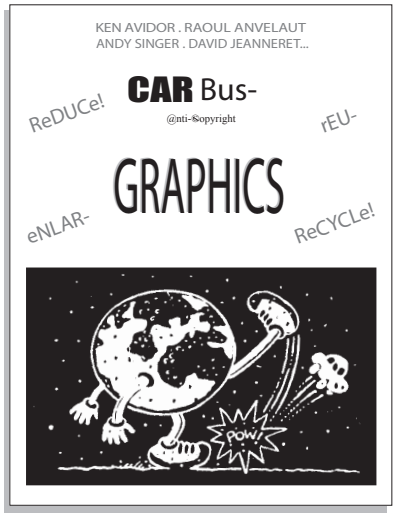
(AC Nielson;MEAL; Advertising Age/Adbusters)



Resources

Ressources • Materialien • Recursos

Buy! Buy! Consume! Consume! The items on this page are all available direct from Car Busters—your source for non-consumerist activist products. Use the form on the page opposite to order, or just make your own form.



Graphics Booklet

This 44-page graphics booklet brings together all the best transport-related graphics on file at Car Busters, including information on how to produce attractive posters and fliers. Available in English and French versions, the booklet provides graphics that can be reproduced freely (for non-profit purposes) by local groups for their fliers, posters and any other published materials.

Specify English or French version; 10 Ecos Europe (plus 2 Ecos postage for those outside Europe)

Brochure de Dessins

Il inclut le meilleur des illustrations publiés dans Car Busters afin que vous puissiez les reproduire librement sur vos posters et tracts. Le brochure réuni les travaux de Raoul Anvelant, Ken Avidor, David Jeanneret et Andy Singer.

Envoyez 10 ecos par la poste (plus 2 ecos de frais postaux pour non résidents européens).

La Libérté de Circuler

Publié en 1991 par Colin Ward sous le titre "Freedom to Go: After the Motor Age", ce livre explore la question de la "libre circulation" dans une perspective eco-anarchiste. Cette version française, sous-titrée "Pour en finir avec le mythe de l'automobile", a été publiée à Lyon en 1993.

Disponible à 25 Ecos.

Bicycle Stickers

These glossy stickers go along the length of your bicycle frame.

1 Eco each, minimum order five:

A. One Less Car
B. Une Auto de Moins
C. Ein Auto Weniger
D. Un Coche Menos
E. Thank You for Not Driving
F. Defense de Conduire

Car "Cancer" Stickers

Big, hard-to-remove "cancer warning" stickers for cars (in French or English; 10 Ecos for 25 stickers.)

G. English Version:
Warning: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease, cancer, death and ecocide. Especially harmful to other speies and children.

H. Version Française:
Attention: Ce véhicule émet du dioxide de carbone...

Stickers for Selfishly Parked Cars

Fight back against cars parked on pavements (sidewalks). Stick these "international" mini-stickers on obstructing cars to remind the owners that pavements are for people.

Send 2 ecos for 25 stickers (I.).

Back Issue Bargain

Car Busters magazine issues 2, 3 and 4 are all available for half-price, 3 Ecos each including postage, to those who order five or more copies. We have several hundred each of these; please help us distribute them. You can then sell them for a bit higher and keep the difference for your group.

Single copies of issues 1, 2, 3 and 4 are all available for 6 Ecos each, including postage. (But issue 1 is limited to one copy per person, because of limited quantities.)

Lost in Concrete

Lost in Concrete, an "activist guide to European transport policies," gives a thorough look at the Trans-European Networks road schemes. It contains TENs history, who's lobbying for them, their potential effects on health, culture, jobs and regional economies, and their alternatives. Also included is lots of general transport information, such as facts on air pollution, climate change and time pollution.

Available for 3 Ecos.

"Road Raging"

OUT OF PRINT

Direct Action Manual

OUT OF PRINT

Discount Climbing Gear

Activists in Europe can now obtain discount climbing gear, wire cutters, batteries and other direct-action supplies all via mail order. Send Car Busters a couple of Ecos and we'll send you the latest six-page Acme Tat Supplies Catalogue, or find it free on our web site.

"Towards Car-Free Cities" Conference Proceedings

These proceedings are both an account of this international gathering that launched Car Busters and a manual for anyone planning a similar event.

You will find info on topics as diverse as running a tripod workshop to conference logistics. There is no better teacher than experience, and in these 40 pages you will find information and advice gleaned from the experiences of the organising team.

Available free by e-mail (Word 6.0 attachment) or 7 Ecos by post.

"Free the Streets" Reader

This 68-page A4-sized publication was produced during the "Towards Car-Free Cities" conference set-up. It's filled with articles, ideas, poorly reproduced photos, and contacts for car-free activism in Europe. Ten Ecos by post.

Family Mouse Meets The End of the Road

The illustrated children's book "Family Mouse Behind the Wheel" teaches children at a young age the problems of car culture with a healthy dose of anthropomorphism and a smattering of English text.

The classic "The End of the Road: From World Car Crisis to Sustainable Transportation," however, requires one's full attention, being 300 pages of solid information analysing today's predicament and offering a range of solutions.

Both written by Wolfgang Zuckermann and available for 20 Ecos.

Lyon Conference Video

Documenting the work and actions of the first Towards Car-Free Cities conference, this video can be used to introduce transport e issues or to inspire those already involved.

15 Ecos (cost price). Note: European "PAL" format, 36 minutes long.

CAR Bust-Subscriptions

English

à Thanks for your interest in subscribing to Car Busters and (hopefully) getting active to reclaim your city from the car. Subscriptions cost 24 "Ecos" per year, translated into your country's currency at right. What are Ecos, you ask? If you're curious, see the explanation below right. We accept cash in all major currencies, plus cheques in US$, FF, £, NLG, Euros and DM. We also accept international postal money orders, in francs only. If you must send any kind of cheque or postal order that charges us for currency conversion, please add 15 percent.

Français

à Merci de vous abonner et d'aider à débarrasser votre ville de la voiture. Voyez la troisième colonne à droite pour le prix pour votre pays (82 FF en France, 500 francs en Belgique, 22 francs en Suisse et $19,20 au Canada). Nous acceptons des chèques français, anglais, américains, hollandais, et allemands, et des mandats postaux internationaux en francs français - et de l'argent liquide de tout les pays. Si vous devez envoyer un chèque d'un autre pays, ajoutez 15% pour les frais de change.

Deutsch

à Danke für Dein Interesse an einem Car Busters-Abo und (hoffentlich) Dein Engagement beim zurückgewinnen der Deiner Stadt von den Autos. Ein Abo kostet 24 "Eco" pro Jahr (Umrechnung in die Währung Deines Landes siehe Tabelle). Was ein Eco ist? Rechts unten gibt es eine Erklärung. Wir akzeptieren Bargeld in allen wichtigen Währungen sowie Schecks ins US$, FF, £, NLG, Euros und DM. Wir akzeptieren auch Internationale Postanweisungen, aber nur in FF. Wenn Du einen Scheck oder eine Postanweisung schicken MUSST, bei der uns für den Währungs-Umtausch etwas verrechnet wird, addiere zum Abo-Preis bitte 15%.

Español

à Gracias por tu interés en suscribirte a Car Burster y (ojalá) por movilizarte para rescatar tu ciudad de los coches. Las suscripciones cuestan 24 "Ecos" al año, traducidos a la moneda de tu país a la derecha. ¿Qué son los Ecos, preguntas? Si te interesa lee la explicación abajo a la derecha. Aceptamos dinero en todas las monedas principales, además de cheques en dólares USA, FF, £, NLG, Euros y Marcos alemanes. También aceptamos dinero postal en francos solamente. Si mandas cualquier tipo de cheque que nos suponga un gasto de cambio de divisa, por favor añade un 15 % más.

Country	1 Eco	Subscription
Albania	*21 Lek*	***504 Lek***
Austria	*7 Schillings*	***168 Schillings***
Australia	*1.2 Dollars*	***28.8 Dollars***
Belgium	*21 Francs*	***500 Francs***
Belarus	*8,460 Rubels*	***203,040 Rubels***
Bulgaria	*100 Leva*	***2,400 Leva***
Canada	*0.8 Dollars*	***19.2 Dollars***
Croatia	*1 Kuna*	***24 Kuna***
Czech Rep.	*6 Koruna*	***144 Koruna***
Denmark	*3.8 Kroner*	***91.2 Kroner***
Estonia	*3.6 Kroons*	***86.4 Kroons***
Finland	*3 Marks*	***72 Marks***
France	*3.4 Francs*	***82 Francs***
Germany	*1 Mark*	***24 Marks***
Greece	*150 Drachme*	***3,600 Drachme***
Hungary	*36 Forint*	***864 Forint***
Ireland	*0.35 Pounds*	***8.4 Pounds***
Italy	*1,000 Lira*	***24,000 Lira***
Latvia	*0.09 Lats*	***2.16 Lats***
Lithuania	*0.5 Litas*	***12 Litas***
Luxembourg	*21 Francs*	***504 Francs***
Macedonia	*9 Denar*	***216 Denar***
Malta	*0.2 Lira*	***4.8 Lira***
Netherlands	*1.1 Guilders*	***26.4 Guilders***
Norway	*4.4 Kroner*	***105 Kroner***
Poland	*0.8 Zloty*	***19.2 Zloty***
Portugal	*70 Escudos*	***1,680 Escudos***
Romania	*895 Lei*	***21,480 Lei***
Russia	*2.6 Rubels*	***62.4 Rubels***
Slovakia	*6.3 Koren*	***151.2 Koren***
Slovenia	*47 Tolar*	***1,128 Tolar***
Spain	*70 Pesetas*	***1,680 Pesetas***
Sweden	*5 Kroner*	***120 Kroner***
Switzerland	*0.9 Francs*	***21.6 Francs***
Turkey	*93,050 Lira*	***2,233,200 Lira***
Ukraine	*0.32 Hryvnya*	***7.7 Hryvnya***
U.K.	*0.38 Pounds*	***9 Pounds***
USA	*0.7 Dollars*	***17.5 Dollars***
Yugoslavia	*1 Dinar*	***24 Dinar***

Help support Car Busters and subscribe! If you don't, we'll build ring roads around you.

Yes, here's the money I saved on heating thanks to global warming. Please send me the quarterly magazine and/or the items below.

o I'm enclosing _____for a one-year subscription (82 FF, US$17.50, £9, 24 DM or...).
o I'm enclosing _____for a two-year sub (135 FF, US$28, £16, 43 DM or 43 Ecos).
o I'm enclosing _____ for the following materials (bike stickers, books, etc.):_____

_____

o I'm enclosing a donation of _____ because it will give me a warm, fuzzy feeling inside.
o I want to receive the monthly bulletin, so here's my e-mail address (written clearly): _____

_____

USE THIS FORM, OR JUST MAKE YOUR OWN.

Name:_____

Group, if any:_____

Address:_____

Please make cheques payable to Car Busters, 44 rue Burdeau, 69001 Lyon, France.
We now have an address for US$ subscriptions/orders only: Car Busters, P.O. Box 10141, Berkeley, CA 94709, USA

Ecos?

Ecos try to balance the differences in value among various currencies in Europe, based on living costs in each country. This way, things cost roughly the same to everyone, regardless of the "strength" of your country's currency. With Ecos, you still use your country's currency. See the middle column in the chart (above) to find the value of an Eco in your country.